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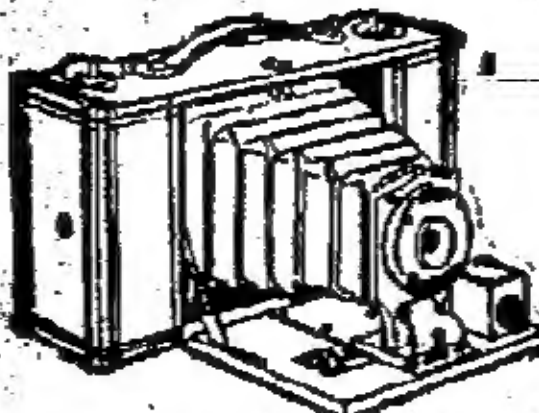
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[a1004]

SUPREME COURT.

Tuesday, October 4th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELAND
(ACTING CHIEF JUSTICE).

DAMAGES CLAIMED FOR NEGLIGENCE.

The action brought by J. W. Bestow, armorer on the s.s. *Empress of Japan*, against Teang Hing Ting to recover \$500 damages for injury to the plaintiff caused by the negligent handling of the steam launch *Lee Fat* by the defendant's servants, was concluded. The following jurors were empanelled to hear the case:—Messrs. F. Gomes (foreman), F. Martin and F. M. K. de Figueiredo.

Mr. W. E. L. Shenton (of Messrs. Deacon, Looker & Deacon) appeared for the plaintiff, and defendant was represented by Mr. Eldon Potter, who was instructed by Mr. P. Sydenham Dixon (from the office of Mr. R. A. Harding).

His Lordship, after considering the arguments of Mr. Potter, said he was of opinion that there was a case to go to the jury.

Mr. Potter said the simplest thing for the jury would be to find whether the defendant was negligent, and they would also have to find whether or not the plaintiff was negligent.

Mr. Shenton, in addressing the jury, said it was a matter of fact that the defendant had thought fit to do a thing which was not customary in the Summary Court, namely, to engage Counsel to argue his case.

His Lordship—I won't have that. I won't hear it.

Mr. Shenton said his friend had taken up a most extraordinary course; he had forced his Lordship to say that there was evidence upon which the jury could reasonably infer that the plaintiff was negligent, and his Lordship had stated that there was a case to go to the jury.

Mr. Potter said the amount of money involved in this case was, as compared with other cases which had been heard in Hong Kong, quite small. But he ventured to say that for very many years past no case was of so much importance to shipping people in Hong Kong, and to the trading community. He supposed there was not a port in the world where there were more launches than in Hong Kong, and if the jury accepted the theory of the plaintiff they would be finding that every launch owner was liable if, when his launch was starting, hot water spouted over someone in a sampan lying near and that person was scalded. If they gave a verdict for the plaintiff they must find that every launch owner must warn people to move from alongside before the launch actually started. If the exhaust pipe was such a dangerous thing as Mr. Shenton tried to make the jury believe, it was strange that never since the Colony became a Colony had there been an accident of the kind before which resulted in the case being brought to Court.

Mr. Shenton—There is no evidence of that. Mr. Potter said his friend had not spared the jury in quoting cases, and yet he had not been able to find a single case either in Hong Kong or in any part of the world which was on all fours with this one. The defendant had called no evidence, but he would have if the plaintiff had allowed him to. He would have called Mr. Jones (Chief Boarding Officer) and possibly he might have called others, but Mr. Shenton had chosen to adopt the somewhat extraordinary procedure of asking the defendant's witness to go into the witness-box to give evidence for the plaintiff. It could not be said that the defendant did not want to call evidence, because he (Mr. Potter) had protested strongly against his friend calling Mr. Jones. Having called him, however, Mr. Shenton wished to discredit his evidence because it went dead against the plaintiff. A verdict for the plaintiff would mean that a launch owner was liable to warn every man in a sampan who went near his launch. Was it suggested that the coxswains of launches, which plied their ordinary business in the ordinary way should allow people from sampans to go on board and even wait till they got on the pier from the launch. The plaintiff in this case was a sailor.

His Lordship—He calls himself an armorer, on board, and provides chairs for ladies. Mr. Potter said the plaintiff, while laid up, was paid his wages in full, and he had no doctors' bills to pay. Yet he was claiming what was equivalent to seven months of his wages. Every plaintiff claimed more than he expected to get on the off-chance that he would get more than he looked for. Some claimed ten times more than they expected. Assuming the jury were against him on every point, then Counsel submitted that they ought to give the plaintiff the very minimum of damages. It was the duty of the jury to remember what a far-reaching effect a verdict for the plaintiff would have in this matter. They should be absolutely satisfied that there was negligence. If there was any doubt, there should be a verdict for the defendant.

His Lordship, in directing the jury, said they had to find (1) Was the defendant guilty of negligence; (2) If so, was there contributory negligence on the part of the plaintiff; and (3) If guilty, at what amount did they assess the damages?

The jury retired, and after a short absence returned into Court, when the foreman announced that they had arrived at a unanimous verdict. They found the defendant guilty of negligence, and that there was no contributory negligence on the part of the plaintiff. The damages they assessed at \$75.

His Lordship entered judgment for that amount with costs.

Mr. Potter applied for a stay of execution pending appeal, and this was granted on the usual terms.

THE UNIVERSITY OF HONGKONG.

SIR FREDERICK LUGARD'S RECENT
APPEAL FOR FUNDS.

Following is the text of the appeal recently made in England by H.E. the Governor, for further funds for the University:—

It is desired to raise further funds for the Endowment and Equipment of the University of Hong Kong, in order to create a sufficient number of Chairs or Faculties to justify its claim to the title of a University, and to meet the needs of the various students. In asking for donations for this scheme, I desire to invite attention to the following brief summary of the distinctive objects we have in view, and to the following points in connection with the project:—

1.—The University is open to all races and creeds, and owing to the position of Hong Kong it is primarily intended for Chinese. In common with the leading British and American Universities it has no religious exclusiveness, but it welcomes the establishment of Hostels by religious bodies who have educated students in their schools, provided they conform to the regulations imposed by the Council for the strict supervision and discipline of undergraduates. Students who are not resident in a Hostel must live in the University premises (where residential quarters are provided) under the close supervision of the British Staff. It is an essential and primary object of the University to train the character and morals of students, and so far as possible to inculcate Western ideals; with this close supervision Chinese parents and supporters are in strong sympathy. Playing fields are provided for the association of the staff with the students in healthy exercise and to promote touch.

2.—The first three chairs to be established are "Medicine" (incorporating the Hong Kong College of Medicine, which for twenty years has done excellent work in this direction); "Applied Science," for the education of Railway, Mining, and Electrical Engineers, Surveyors, and other Chinese students greatly in need for the development of her resources; and "Arts," to meet the requirements of those who desire to adopt an official career in China—to include Political Economy, Chinese Language and Literature, General History, Geography, and Mathematics, etc.

3.—The medium of instruction will be English, (a) because it is difficult to obtain first-class professors who have a knowledge of Chinese, and the choice is too limited (the cost of maintaining a professor in China for two or three years till they had acquired proficiency in Chinese would involve an impossible burden upon any University); (b) because it is desired to promote the study of English, and to make it the predominant language in diplomacy and in culture, as well as in commerce in the Far East; and (c) in order that students of the literature of England and America could be read in the original, and that the subjects which are no longer common spoken language in China, and students from one province, or from different parts of the same province, would be wholly unable to understand a lecture delivered in any one dialect, whether Mandarin or other. Nor is Chinese at present capable of expressing the technical terms of Western knowledge.

4.—It is desired to locate the University in Hong Kong—a British Colony—for the following reasons:—(a) Its geographical position is unique for the purpose. Apart from the fact that it is a British Colony, it alone occupies a position as a great emporium of trade close to the southern capital at Canton, with which its large Chinese population is in daily and intimate relations, and easily accessible by sea from all parts of China. (b) China does not desire a University under foreign control and supervision in China itself, and has at Hankow excluded the missionaries of the local representative committee. That this exclusion is not extended to Hong Kong is evidenced by the very high official positions held by exemplars of Queen's College and by the enthusiasm exhibited by the Chinese for the establishment of a University in Hong Kong, which has been quite astonishing, and has far exceeded my anticipations. The Central Government itself, as well as the Provincial Government at Canton, has subscribed, and Chinese residents in Canton, Macao, and elsewhere, as well as the North China have come forward with subscriptions, as well as those in Saigon (French), Singapore, Penang, and Australia. A University in China is, moreover, bound to come under the deadening influence of Chinese officialdom, which stunts its growth and denies it any real future. (c) The inclusion of some of the principal Government officials on the Council, with the Governor as Chairman, will ensure to the University both continuity of policy and the benefit of the advice of those who have had long experience with the Chinese. This official recognition, moreover, adds prestige, and gives confidence to the Chinese, who have welcomed the scheme because of their recognition of the traditional friendship of the Colony with China and the known antipathy of the British Government to all forms of revolutionary propaganda. (d) Hong Kong provides hospitals, mortuaries, and engineering yards, together with a large number of other facilities, which are not available in China. (e) By association with the University of London, it is possible to secure a high standard of education, and to be identified in value. This to the Chinese is the all-important point. A degree conferred by any Foreign University in China would be regarded as of little value, and degrees conferred even by Japanese, Indian, or Australian Universities would be comparatively of small value. For these reasons Hong Kong is preferable to China itself as the home of a Western University.

5.—The Hong Kong University proposes to enable Chinese students to obtain a recognized British degree at a cost of about £60 per annum (the numerous scholarships already founded, and to be established later, will greatly reduce this cost to poor students) as against the sum of from £200 to £300 per annum now incurred by those who send their sons to Europe and America. (b) Students in Hong Kong will remain in a Chinese environment, whence they can during vacation visit their parents and be visited by them, and to avoid the dehumanization which a ten years' residence abroad inevitably entails. It is hoped that thereby graduates will be Chinese gentlemen, imbued with the ideals of an English gentleman, and with the customs of a European, and in the midst of the young men educated in the West. (c) They can here continue the study of their own languages and literature under the best Chinese teachers in a way impossible in a Western University. This is a matter of the first importance in the eyes of Chinese parents and to students seeking an official career. (d) Students who proceed to Europe and America complain of isolation and loneliness, and they are for this reason peculiarly susceptible to the

temptations of Western cities. Hong Kong is therefore preferable to Europe or America for Chinese who desire a Western degree.

6.—The project is neither purely Altruistic nor purely Utilitarian. I claim for it an eminently practical basis benefitting China and involving equally. The benefits to China have already been summarized, and it is needless to dwell on the immense alleviation of human suffering which will result from a steady output of Chinese medical men working among their own people, and of Chinese engineers who can assist in averting the constantly recurring famine and loss of life due to irrigation, or the wealth and prosperity which would accrue to the teeming poverty-stricken population by the opening up of railways and mines, and improvements in agriculture and forestry. However stupid such prejudice may be from our point of view, China is averse to introducing these projects to foreigners (not wholly without good reason). As regards the benefit to ourselves, the great incentive will give to the predominance of the English language will increase our national prestige and increase our influence and our commerce, and will seriously threaten by our rivals. Many of the future rulers of China will have been trained in an English atmosphere, and will have learned to appreciate British institutions and standards of conduct. Apart from any benefit to ourselves, in this I hope it may assist in the regeneration of Chinese official life, in increased integrity, and in the abolition of torture and injustice, etc. It will provide a means of higher education for the English-speaking Chinese of the Straits Settlements, the Federated Malay States, and Australia. It will promote friendship between China and Hong Kong, and no doubt add to the wealth of the Colony by the influx of wealthy and highly-placed Chinese to visit their sons.

7.—The scheme is not now a mere aspiration; it is already in course of realization, and the additional funds now asked for are required to make it a thorough success, and to ensure practical efficiency. The buildings are already in course of erection by Sir H. Mody, the donor, at an estimated cost of £400,000, and he has undertaken to complete them according to the approval of the Council. The total required, therefore, in order to place the University on a thoroughly satisfactory basis, is about £1,000,000. The British Government has promised a sum of £300,000 a year, and our late King showed his personal interest in the scheme by directing that the holders of the Scholarships established from this fund should be called "King Edward VII. Scholars."

F. D. LUGARD.

London, June 21st, 1910.

SPEECH BY SIR FREDERICK
LUGARD AT LIVERPOOL.

Sir Frederick Lugard on the 15th ult. addressed a meeting at the 15th ult. Liverpool, in aid of the fund of £200,000 which is being raised by the Liverpool Clergy Union for the Hong Kong University. The Lord Mayor (Alderman W. W. Williams) presided over a large audience.

Sir Frederick Lugard said he expected to be asked some very practical questions. He thought they were likely to ask him what was the object of this University and what it had to do with them, and especially what the Chinese, a second policy to adopt to meet the needs of the Chinese students to obtain degrees of equal standard with those which were conferred by Western Universities by the Universities of Europe, and more especially by those of America, where the Chinese were crowding in great numbers, and to enable them to obtain those degrees close to their own country. The Chinese who attended the University at Hong Kong would be able to live in their own environment and in a foreign land, and they would be able to obtain degrees in those circumstances than was possible at present. There would also be facilities for the study of their own language and literature, which, he thought, was a most essential thing for a native gentleman to acquire.

THE SUITABILITY OF HONGKONG.

The next question was, Why should they establish this University in a British colony? In Hong Kong there were a large number of fully-qualified men, both in medicine and science, who were able to undertake the necessary work, and therefore they hoped that they would be able to supplement the local lecturers. There were a few Hong Kong the various adjuncts to a University and the taking of a University degree. In order that students might have full opportunity for chemical, surgical, and medical study it was necessary that a large and well-equipped hospital should be near to the medical schools. They had many hospitals in Hong Kong, but he knew of no place in China itself where those facilities were available. The Chinese who hoped to give to a University, that of an American or European special advantage. They claimed for the University, because they were the place for the University, because they could there associate with the governing body of the University a certain number of the senior Government officials in the colony. As one whose main interest in life has been the development of our Colonies and the Empire, he would like to see a British Colony the seat of learning and of the brightest education in the Far East. (Cheers.) He would like the Colony of which he had the honour to be Governor to set the lead in this matter and to assist in carrying out in some degree that great work which our country had undertaken in India, Egypt, and Africa—the work of endeavouring to raise the standard of comfort and education among races which had been less fortunate than ourselves. He thought that alone was sufficient reason to ask them to assist the project, but he thought when a nation went out of its way to assist a less fortunate one it generally happened to itself, it obtained some material advantage to itself, and seeing that English was the medium of instruction in the Hong Kong University they might depend upon seeing the spread of the English language in the Far East. They might look to English becoming the language of diplomacy as well as of commerce, and he thought the privilege which would accrue to us would be of very material advantage. In order that students of the University might learn to appreciate something of the character they would endeavour to train them in the ideals that actuated British gentlemen, and as many of these men would occupy important positions in the Government of China he

thought they might hope that the influence that would be spread at the Hong Kong University would be for good, both materially and morally. (Cheers.)

CO-OPERATION WITH CHINA.

The last question was as to whether it was a sound policy to educate Chinese who might possibly become our own rivals. That was a question upon which much might be said. As one of the foremost aims was medical instruction, and as they desired to turn out Chinese doctors, and medical work did not interfere with trade, it could not do any harm. They might say also that as China was now determined to obtain Western knowledge she would get it whether we desired to help or whether we stood by apathetically. A prudent foresight and regard for our own interests would dictate to us that it was wiser to lead a movement to help a country than to stand by and let others do it. He did not think that any nation had ever suffered by endeavouring to raise the standard of comfort, civilization, and education in another nation. That was the tradition of our race, the justification of our Empire, and the sole reason for its pre-eminence and stability. If we failed to realize our moral responsibility, then he thought the justification of the British Empire would cease. The foremost object in starting the University was not only to train the intellectual faculties, but also the moral faculties, of the students who would call themselves graduates of Hong Kong. They hoped to achieve success, not by making the teaching of religion absolutely compulsory, but, instead, establishing hostels. The Chinese were a tolerant race. They had no objection to religious things provided they were not thrust down their throats. They were ready to realize, and while welcoming their help, he should not like the Chinese to feel that they should have a preponderating voice in the management of the University. They had at present sufficient to enable them to start three Chairs—Medicine, Engineering, and Arts, the latter being for those who desired to follow an official life.

The Bishop of Liverpool and Bishop Ingham also addressed the meeting.

PILOTAGE AT DAIREN.

The Japanese administration has been asked to "sanction compulsory pilotage in the port of Dairen. The *Manchurian Daily News* says: The new export season will be opened late in October, and while the season lasts the S.M.R. Co. naturally appears eager to see the sensible pilotage arrangements available of by all the vessels coming into and going out of this port, to the mutual benefit of reducing the time required by the vessels for the berthing and unberthing operations, minimising the time of waiting in the roads for their turns to be berthed, and, at the same time, maintaining good order in the shipping traffic of this port, and, we understand, although authorized to make this system in no sense compulsory, hopes at least to put its substance in effect, trusting that the captains of all vessels will go into the spirit of this system heartily and none of them will reject the Company's offer of the free services of a competent pilot to manœuvre their vessels.

KOWLOON CRICKET CLUB.

The adjourned annual meeting of the Kowloon Cricket Club took place yesterday evening in the pavilion, under the chairmanship of Mr. D. Harvey. The business of the meeting was the election of one member to the committee, Captain Somerville and Mr. D. J. Mackenzie having each received an equal number of votes on the previous occasion. The voting resulted in favour of Captain Somerville. This gentleman was re-elected captain of the second eleven. The proceedings, which were most harmonious, concluded with congratulations to the new vice president, Mr. W. Stewart.

TYPHO IN DAMAGE IN THE
PHILIPPINES.

The secretary of the Philippine Assembly at Manila last week received a telegram from the delegate for Isabela, Sr. Clara, stating that the greater part of the town of Ilagan had been wiped out by the typhoon that passed over the province between the 25th and the 29th. He reports that it is impossible to calculate the amount of damage done, but that it is immense. It is believed that the tobacco crop in the province has practically been ruined. Thousands of people are homeless and in want.

RECORD IN TOWING.

GERMAN WARSHIPS' LONG JOURNEY TO SINGAPORE.

The Imperial German warship *Nürnberg*, commanded by Captain Täger, arrived in Singapore last Saturday, the 24th ult., having in tow the German survey ship *Planet* (Captain Dominick), which is in need of boiler repairs. The journey made by these vessels in company, we believe, a record in long distance towing. The *Planet* is a specially built ship and has been engaged in survey work in German New Guinea and the South Seas for several years. After the damage to her boilers, the *Planet* could not proceed to any port for repairs under her own steam, and the Admiral of the China station ordered the *Nürnberg* to tow her to Singapore. Usually the *Planet* has gone to Sydney for docking and other repairs, but it was not considered safe to risk the rough weather that might be encountered on the way to Australia, and it was accordingly decided to bring her here, though the distance is so much greater. The ship left Friedrich Wilhelmshafen on the 17th, a distance of nearly 2,000 miles in one stretch. They left Pola, after coaling, on the 21st inst., and the remainder of the journey to Singapore, 950 miles, or 3,000 miles in all, was accomplished very satisfactorily. The whole journey was done at an average speed of 11.5 knots, which is very good towing, especially over so great a distance. The *Nürnberg* is a cruiser of 2,550 tons with a crew of 314. She carries ten guns, and is 4,500 horse-power. The *Planet* is 650 tons, carries 3 guns, has a crew of 102, and is 370 horse-power. The *Planet* goes to Tanjung Pagar for repairs and the *Nürnberg*, after coaling, will return to her place on the China station.—*Straits Times*.

LATEST STEAMER MOVEMENTS.

The T.K.K. str. *Chito Maru* sailed from San Francisco on the 2nd inst. for Hong Kong, San Fung, Yokohama, Kobe, Nagasaki, and Shanghai, and is due to arrive at Hong Kong on the 1st prox.

The *Bank Line* str. *Suwayo* arrived at Shanghai on the 3rd inst., and left for Moji yesterday morning.

A CAPTAIN REWARDED FOR
GALLANTRY.

At a meeting of the Singapore Chamber of Commerce last week there were also present the Hon. W. Evans, Acting Colonial Secretary; Mr. J. T. Dubois, Consul-General for the United States; and Capt. Gardner, of the s.s. *Hebe*. Before the regular business of meeting commenced, the Chairman explained the presence of these gentlemen was in connection with a presentation which he said, was of much interest to the members from their connection with the mercantile marine and because it was a recognition of a humane act done by a brave man.

Mr. Evans said he wished to give publicity to one of those acts of bravery which they were always ready to applaud. It might be that if they were suddenly called upon to face a great emergency they might fail to attain the high ideal they no doubt had set in their minds as a standard, but when they saw or heard of it in others they were always ready to recognize an act of bravery and as far as possible tender some mark of appreciation to the doer. In this instance, the Government of the Colony had been invited to convey to Capt. W. L. Gardner, of the *Hebe*, the thanks of the United States of America, and to offer him a token of appreciation from the President of the United States of his conspicuous gallantry in rescuing the crew of a wrecked American schooner.

Mr. Dubois tendered thanks for the privilege of taking part in this ceremony, a privilege he highly appreciated, and a duty he gladly accepted. The gift, a gold watch and chain, was sent, through the Colonial Office, by the President of the United States in recognition of Capt. Gardner's bravery and humanity, as well as that of his man, in saving from swift and sure destruction the ill-starred American schooner *Maryland*, called to Capt. Gardner's British ship the *Minerva* for help. Capt. Gardner with five others launched a lifeboat, forced away through wreckage in the teeth of an awful storm, and rescued every man, ten in all, snatching them from the jaws of death and returning them to their friends. It was an act of bravery in harmony with British seamanship since the first day British seamen went out to sea in ships. (Applause.) They might remember that when a certain grim old British Admiral was measuring off profanity to some purpose in the presence of a Bishop, his reverence enquired where on earth the Admiral learned those words. "Your reverence," replied the sailor, "you can't learn that, it's a gift." So he might say of Capt. Gardner's heroism, in that crowded hour in 1909, that it sprang not from an acquired art, but from an instinctive love of mankind. The noble conduct of the boat's crew had thrilled Americans; and this gift was a token to Capt. Gardner and his brave men of recognition for the help they had given American seamen in sore distress. Upon the case of the watch was engraved the coat of arms of a nation whose friendship with Britain was for ever immovably fixed. (Applause.) The chain to which the watch was anchored represented a link of fellowship between two great kindred nations, speaking the same language and inspired by the same hopes. The marine spoke, which was the hinder of ropes, signified that to the great English-speaking races that nothing should arise to threaten or weaken their cordial relations in the momentous years which lay before them, and the compass that faithful friend of all sea-going men, represented the friendly rivalry of England and America, to bring them into the harbour of peace and good will, each rejoicing in the legitimate triumph of each, and both remaining firm and loyal friends to the end. (Applause.)

Mr. Evans then presented the watch and chain. Capt. Gardner modestly expressed his thanks. Sailors were often called upon to do that sort of thing. It came to them all of a sudden and they had to undertake the task as it came along. It was their duty to do so. Any sailor might be placed in the same position and have to rely upon others to save them. They were only too glad to be able to save lives of others. (Applause), and three cheers for Capt. Gardner.

THE CORONATION.

GREAT EMPIRE PAGEANT—COLONIAL PREMIERS INVITED.

Arrangements for the Coronation of King George V. next June are already well in hand, the *Mail and Gazette* says, and as far as one can at present foresee, it will be one of the most brilliant and stately ceremonies recorded in British history.

It is, first of all, a representative of the paper learned on the highest authority, to be a great Pageant of Empire, in which every Dominion and Dependency in the British Empire is to be represented.

The Colonial Premiers and other Ministers will be invited to attend, and on the occasion of the Coronation of his late Majesty, arrangements will be made for the transport of troops from every part of the globe which owes allegiance to the British Crown.

June and the early part of July next year will be crowded with festivities. It is stated that rooms are actually being secured at the present time in several of the big hotels by Americans and Colonials, and the rush to London next year may be expected to exceed all records.

There will, of course, be a long list of guests, and probably of some ten days or a fortnight before the Coronation at Westminster and the Investiture of the Prince of Wales at Caernarvon, but exact dates and other important details cannot yet be arranged.

It is highly probable that the Imperial Conference will be held immediately prior or subsequent to the Coronation. Nothing has yet been definitely decided about the programme, which will naturally depend to a large extent upon the Government which is then in power.

WEATHER REPORT.

The Hong Kong Observatory yesterday issued the following report:—

On the 4th at 12.05 p.m.—The barometer has fallen moderately in E. Japan and Vladivostok, and risen slightly elsewhere.

Pressure remains high over China to the North of the Yangtze valley. It is relatively high over the middle part of the Chi-n Sea.

Fresh to strong monsoon may be expected over the Formosa Channel and the northern shores of the China Sea.

Hong Kong rainfall for the 24 hours ending at 10 a.m. to day, 0.0 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hong Kong & Neighbourhood. NE winds, fresh; fine.

Formosa Channel. NE winds, fresh to strong.

South coast of China between Hong Kong and Canton. Same as No. 1.

South coast of China between Hong Kong and Hainan. Same as No. 2.

MUNICIPAL ENQUIRY
AT SINGAPORE.

SOME SENSATIONAL DISCLOSURES.

SINGAPORE, Sept. 23rd.

The report of the Municipal Enquiry Commission, which was submitted to the Local Council this afternoon, is of a sensational character, and contains most severe strictures on all departments of the Municipality except the lighting, engineering, local rate and carriage, and jurisdiction departments, and the fire brigade.

The Commission recommends the abolition of the present system of election of representatives owing to the difficulty of getting capable ratepayers to stand for election and getting ratepayers to vote at elections. It suggests a board of members nominated by the Government and formed of representatives of the prominent communities, who would be able to advise on general policy and consider appeals.

In Singapore and among there would be a board of five, including the President. These five would be nominated by the Government after consultation with the chief communities. The report then deals in sections with the various departments as follows:—

SECRETARIAT.

"At an early stage in the enquiry it became apparent that grave irregularities existed in Singapore in the assessment of houses and collection of rates." The list of assessments under the Ordinance should, after enquiry into the objections, have been certified by two Commissioners. This was only done twice during four years. The assessment officer and the secretary, without the knowledge of the President, or the Commissioners, or the Auditors, allowed reductions in assessments after the list had been settled on appeal.

Arrangements were made to accept a reduced assessment on condition that the latter made no claim for refunds. In the case of vacancies "it is easily seen how the door was left open for something worse than grave irregularities by such practice and how all precautions in the Ordinance were thus nullified." Great blame lies with the chief officers of the Secretariat. Five promises in Havelock Road were absolutely omitted from the lists, and though the omission was rapidly brought to the notice of the assessment officer the omission was never rectified. Some senior officers are obviously slack and unfit for the discharge of their duties. The action of the secretary with regard to one assessment is severely condemned. The Commission recommends the utter abolition of the following posts: secretary, financial assistant, and chief clerk; and urges the appointment of a properly qualified accountant to be responsible for all revenue, and an assessor with Government land office experience; quinquennial assessment and taxation in the method of making the assessment lists; the reduction of the secretary's post to that of clerical secretary for drafting letters for the President and generally arranging work for the latter, his salary to be £500. "It is not considered at present necessary to introduce these changes in Penang."

PUBLIC HEALTH DEPARTMENT.

The report on this section consists of a vigorous condemnation of the health officer's function in Singapore, although admitting that much useful routine work is done both in Penang and Singapore by the department. The inactivity in Singapore is compared unfavourably with Penang, where at least schemes have been submitted for the Municipality's consideration. The report blames both places for the unfavourable state of the health of the community, and the attitude taken by the health officers to the question of action on notification of infectious diseases and anti-malarial and quinine measures.

It refers to the vastly better state of night-soil removal in Penang compared with Singapore. The failure to introduce a system dealing with this is the "greatest blot on the administration of Singapore."

ENGINEERING DEPARTMENT.

The report gives a generally favourable opinion of this department, but Mr. Pierce, in Singapore, has too much to do.

DEPARTMENTAL AND FINANCIAL WORK.

Extraordinary statements reveal a regular system of complete each other on condition that the firm securing the contract pays the other competitors a rebate at the end of the year. The questions and answers show a regular system of payments to Municipal officials, which payments are entered in the private ledgers of the firms, the amounts being paid in cash and not passed through the bank. One such ledger was unaccountably destroyed shortly before the enquiry. Paragraph 59 of the report reads as follows: "A very glaring lack of honesty in the methods followed by contractors. Summarised, they amount to this—that it would seriously inconvenience their business to discontinue payments to Municipal servants, that it was good policy to pay them, that the payments are not mostly made to inferior servants of the Municipality drawing less than £250 a month, and that, in Singapore, with a few exceptions, namely, of the highest officials, the officers were insisted on getting commissions were in too high a position to be attacked."

THE PRESIDENT.

Strong censure is administered here for lack of financial supervision, which has not been satisfactory either in Penang or Singapore. "In other respects Penang shows the influence of the President in all his actions and business is put through more expeditiously than formerly. It is through a number of years that the administration in Penang is conducted with a considerable degree of strength, skill, and energy." Singapore is characterised by the inactivity of the President, who is severely criticised for taking no steps to enquire into the case of a financial assistant who had been taking on his own account from 2 to 23 per cent. on all copper coinage used in payment of wages by purchasing such coins at that discount. The evidence given by this officer and the failure to account for his purchases are not creditable to him.

LADY SERVANTS.

The American Lady-help, it is said, is not always "a very present help in time of trouble." It is to be hoped that the English "Lady servant" is a more reliable body of help. "In other respects Penang shows the influence of the President in all his actions and business is put through more expeditiously than formerly. It is through a number of years that the administration in Penang is conducted with a considerable degree of strength, skill, and energy." Singapore is characterised by the inactivity of the President, who is severely criticised for taking no steps to enquire into the case of a financial assistant who had been taking on his own account from 2 to 23 per cent. on all copper coinage used in payment of wages by purchasing such coins at that discount. The evidence given by this officer and the failure to account for his purchases are not creditable to him.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 33. Telephone No. 12. Telegraphic Address: PUNSA CODES: A.H.O. 5th Pitt-Rivers.

NEW ADVERTISEMENTS

FROM EUROPE.

THE H.A.L. Steamship

"ARMENIA." Captain Rohde, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharves and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned. Optional Cargo will be carried on unless notice to the contrary be given To-day. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to sale. All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 10th inst. at 3 p.m. No Fire Insurance will be effected by us in any case whatever. This Steamer brings on Cargo: Ex s.s. "Mogador" from Sotobal. Ex s.s. "Norge" from Gothenburg. HAMBURG-AMERICA LINE, Hongkong Office. [1152]

SOCIETE DES PULPES ET PAPIERIES DU TONKIN.

NOTICE IS HEREBY GIVEN that a First Call of Dollars Ten (\$10) and Cents Twenty-five (25) HONGKONG CURRENCY, per share will be made on the 1st October, 1910. Payment must be made to the HONGKONG AND SHANGHAI BANKING CORPORATION, The Bank of Indo-China, or to the INTERNATIONAL BANKING CORPORATION between SATURDAY, the 1st, and SATURDAY, the 10th October, 1910. The Provisional Certificate may be sent in to Messrs. LOWE, HINGMAN & MATHEWS, 54, George's Building, for endorsement after payment has been made, on surrender of the Bankers' Receipts. Interest at the rate of 7 per cent. per annum will be charged on all unpaid calls after the 8th October, 1910. For the Board of Directors, T. P. HOUGH, Chairman, Hongkong General Purposes Committee, Hongkong, 1st September, 1910. [1009]

JUST PUBLISHED:

"POPPY PETALS,"

By D.R.C. Author of "LUI SING," "The Flight of an Arrow," &c. Price \$3.50.

THESE TALES are not the woven fictions of the writer's brain, but are veritable STORIES FROM LIFE, from the author's large observation among the sort of people depicted. The book reveals antecedents and conditions of life in the Far East little known to the ordinary reader. KELLY & WALSH, LTD. Hongkong, 27th September, 1910. [1114]

STOCKTAKING SALE.

(FOR 15 DAYS ONLY.)

SILK FANCY GOODS

OF ALL KINDS.

At Extremely Low Prices.

BARGAINS! BARGAINS! BARGAINS!

D. CHELIARAM,

56, QUEEN'S ROAD. Hongkong, 4th October, 1910. [1148]

DON'T DELAY-CALLING!

JUST UNPACKED, a New Stock of the Latest Fashionable Goods. Now Showing at Hoosain-Ali's Show Windows.

HOOSAIN-ALI & Co.,

No. 14, Queen's Road Central. Hongkong, 3rd October, 1910. [747]

SHOT MANUFACTURERS.

BBEY IMROVED CHILLED SHOT Co., Ltd., Newcastle-on-Tyne. Makers of Chilled Hard and Soft Shot (Wholesale only)

CARTRIDGES, SPORTING

(ABOVE-PRICE BRAND). Loaded by the ABBEY IMPROVED CHILLED SHOT CO., LTD., Newcastle-on-Tyne. Makers of Chilled Hard and Soft Shot (Wholesale only). [925]

ORANGES

"WASHINGTON NAVEL"

30 Cents Per lb.

APPLES

"TASMANIAN STURMEERS"

20 Cents Per lb.

THE

DAIRY FARM CO., LTD.

INTIMATIONS

CHURCH MISSIONARY SOCIETY. BAXTER SCHOOLS, FAIRLEA.

THE ANNUAL SALE in aid of the above will be held in the City Hall.

TO-DAY (WEDNESDAY), 5th October.

LADY MAY has kindly consented to open the Sale at 3 o'clock.

Children's Garments and useful Tea Cloths in great variety. Pictures, Frames, Boxes, etc., and many things suitable for Xmas Presents.

ADMISSION... 20 cents.

Hongkong, 29th September, 1910. [1123]

ST. ANDREW'S SOCIETY.

IN Accordance with Article 7 of the Rules of Constitution a SPECIAL GENERAL MEETING of the Members of the Society will be held in the City Hall, on MONDAY, 10th instant, at 5.30 p.m., in order to reconstitute the subscription for the Ball to be held on the 30th ultimo.

P. S. JAMESON,

Hon. Secretary. Hongkong, 3rd October, 1910. [1145]

"BEDFORD" RELIEF FUND.

UNDER THE PATRONAGE OF H.E. SIR HENRY MAY, K.C.M.G., H.E. MAJ. GENERAL BROADWOOD, C.B.

COMMODORE STYRES, R.N., AN ENTERTAINMENT

Will be held AT THE CITY HALL,

On SATURDAY, 15th, and MONDAY, 17th OCTOBER.

Seats may be booked at the ROBINSON PLANO Co. on and after MONDAY, 3rd October.

Hongkong, 27th September, 1910. [1095]

G. R. COLONIAL SECRETARY'S DEPARTMENT.

ATTENTION is drawn to the provisions of Article IX of the Treaty of Tientsin, which requires every non-Chinese subject crossing the border line of the New Territories to be in possession of a Passport furnished him by his national representative in China. British Subjects should address themselves to H.E.M.'s Vice-Consul, Canton, forwarding at the same time the necessary fee, viz., \$4.20.

A. M. THOMSON,

Colonial Secretary. Hongkong, 30th September, 1910. [1150]

G. R. HONGKONG TECHNICAL INSTITUTE.

QUEEN'S COLLEGE.

EVENING CLASSES in the following Subjects will RE-OPEN on THURSDAY, OCTOBER 6TH:

ENGINEERING SECTION: Building Construction and Drawing. Field Surveying. Machine Drawing. Steam. Mathematics. Mechanics. Physics.

COMMERCE SECTION: English. French. Chinese (Cantonese Colloquial). Shorthand. Book-keeping. Science Section: Chemistry (Theoretical). Metallurgy. Physics.

TEACHERS' CLASS: English. Kindergarten.

Students should attend at the Institute to be enrolled on MONDAY, TUESDAY, or WEDNESDAY next, between 6 and 7 p.m. Copies of the prospectus and entry forms may be obtained on application to the Undersigned. E. RALPHS, Director. Hongkong, 3rd October, 1910. [1141]

G. R. GOVERNMENT NOTIFICATION No. 8,221.

IT IS HEREBY NOTIFIED that Tenders will be received at the COLONIAL SECRETARY'S OFFICE until Noon of SATURDAY, the 29th October, 1910, for the Supply of ABATED WATER, BARRING and CLOTHING, BEERS, SPIRITS, WINES, etc., CHEMICALS, DRUGS, SURGICAL INSTRUMENTS and SUNDRIES, FURNITURE, etc.; MILK, etc.; PROVISIONS; SUNDRIES and WASHING; (Schedules Nos. 1 to 9) required locally, by the Department, for the period of one year, from the 1st of January next inclusive. For form of Tender apply at the COLONIAL SECRETARY'S OFFICE. All other information may be obtained from the PRINCIPAL CIVIL MEDICAL OFFICER at the CIVIL HOSPITAL. J. M. ATKINSON, Principal Civil Medical Officer, Medical Department. Hongkong, 4th October, 1910. [1147]

GRACA & CO.

27, DES VUEX ROAD, Dealers in ASIATIC POSTAGE STAMPS AND PICTORIAL POST CARDS.

JUST Received a Selection of POSTAGE STAMP CATALOGUE for 1910, Picture and Painting Books, Novels, Postage Stamp Albums with Movable Leaf, Puzzle Post Cards, School and Shopping Bags, Dolls, Toys, Cigars, Cigarettes, &c. Inspection Invited. [1131]

DAVID COBSAR & SON'S

MERCHANT NAVY NAVY BOILED LONG FLAX BELANCE CROWN TAPPAULING

ARNHOLD, KARBURG & CO Sole Agents. [1535]

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THE DAIRY FARM COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

THE FOURTEENTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on SATURDAY, the 8th October, 1910, at 12.30 p.m., for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from 1st to 8th October, 1910, both days inclusive.

By Order, M. MANUK, Acting Secretary. Hongkong, 23rd September, 1910. [1100]

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-NINTH ORDINARY MEETING of SHAREHOLDERS will be held at the Office of the undersigned on SATURDAY, the 15th October, at Noon.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 15th October, 1910, both days inclusive.

JARDINE, MATHESON & Co., LTD., General Agents. Hongkong, 26th September, 1910. [1110]

NOTICE OF FIRM

NOTICE.

WE HAVE This Day been Appointed SOLE AGENTS for the SWEDISH LLOYD S.S. Co., Agencies, Ltd., GÖTENBURG, 13th July, 1910. [1093]

NOTICE OF REMOVAL

NOTICE.

I HAVE This Day REMOVED to the HONGKONG HOTEL BUILDING, PEDDER STREET (near Clock Tower). G. PRIEN, Cigar and Tobacco Merchant. Hongkong, 29th September, 1910. [1123]

PUBLIC NOTICE.

THE PUBLIC ARE HEREBY NOTIFIED that the Registered Office of the HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING CO., LTD. (in liquidation), has been This Day REMOVED from No. 64, Bonham Strand West to Nos. 62 and 63, CONNAUGHT ROAD WEST (First Floor). Dated this 30th day of September, 1910. LAU CHU FAK, Official Liquidator. [1126]

NOTICE OF REMOVAL

WE have This Day REMOVED our Office to No. 8, DES VUEX ROAD CENTRAL, 2nd floor (corner of Ice House St.). WEASER & RAYEN, Architects and Surveyors. Hongkong, 1st October, 1910. [1134]

NOTICE OF REMOVAL

I HAVE This Day REMOVED my Office to No. 8, DES VUEX ROAD CENTRAL (Corner of Ice House Street), Top Floor. J. HENNESSY SETH, Hongkong, 1st October, 1910. [1138]

DENTISTRY

DR. M. H. CHAUN.

DENTAL SURGEON, 33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3. From the University of Pennsylvania, U.S.A. Telephone 125. Hongkong, 27th January, 1910. [1022]

SIEN TENG

SURGEON DENTIST, No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE. Consultation Free. Hongkong, 21st September, 1905. [1083]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to .55SG. at \$5, \$7 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety. Inspection Invited. WM. SCHMIDT & Co. Hongkong, 26th October, 1905. [545]

AUTOMATIC BROWNING

POCKET PISTOLS. CALIBRE 7.65 mm. WITH CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS. SIEMSEN & Co. Pongkong, 6th March, 1907. [38]

SINGON & Co.

IRON, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LOONG STREET, (2nd St., west of Central Market). Telephone No. 515. [496]

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1910. With INDEX. Price \$7.50. On sale at the "HONGKONG DAILY PRESS" Office. Hongkong, 30th June, 1910.

TO LET

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st October, 1910. [994]

TO LET.

In SHAMSEEN, BRITISH CONCESSION, CANTON

A SIX-ROOM HOUSE, situated in Central Avenue, suitable for Office and Residence.

For Sale Two valuable Ground Lots, Middle Avenue.

For Particulars, apply to—HEBBERT DENT & Co., Canton, 22nd September, 1910. [1106]

TO LET.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, ROOMS suitable for Offices.

One GODOWN in MARION'S LANE. Apply to—DAVID SASSOON & Co., LTD. Hongkong, 8th March, 1910. [95]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATHESON & Co., LTD.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st October, 1910. [89]

TO LET.

MODERATE RENTAL.

HOUSES in Observatory Villas (5 Rooms), Kowloon. Electric and Gas laid on, Tennis Court.

Apply to—ARRATON V. APCAR & Co., 14, Des Vaux Road, Central, 1st Floor. Hongkong, 28th July, 1910. [874]

TO LET.

SELF-Contained FLATS, NATHAN ROAD, Kowloon, with Gas, Electric Light and Telephone in each Flat.

Apply to—J. HENNESSY SETH, No. 4, Ice House Street. Hongkong, 2nd July, 1910. [795]

TO LET.

Nos. 19 and 21, SHELLY STREET, new 5-Roomed Houses.

1 HOUSE in Bellis Terrace.

OFFICE in BEACONSFIELD ARCADE.

No. 9, BEACONSFIELD ARCADE (Shop). C. M. S. PEAK BUNGALOW, MOUNT KELLET, Furnished, for 7 months from 1st November, 1910.

No. 57, PIAYA GRANDE, Macao.

FOR SALE—TON CRIB, at Peak, commanding a magnificent View of the Harbour and Adjacent Islands.

Apply to—LINSHEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 17th September, 1910. [91]

TO LET.

GODOWN, No. 5A, DUDELL STREET.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st October, 1910. [88]

TO LET.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau-mai, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 1st December, 1909. [790]

TO LET.

"HOMEVILLE" 153, WANCHAI ROAD, TEN ROOMS. Good View of Harbour.

Apply to—ARRATON V. APCAR & Co., 14, Des Vaux Road Central. Hongkong, 24th September, 1910. [1124]

TO LET.

No. 21, CONDUIT ROAD, Clifton Gardens.

Nos. 1 and 2, BOWEN ROAD, lately occupied as Artillery Officer's Quarters. Suitable for Boarding House.

GODOWNS, 151 to 155, PRAYA EAST.

OFFICES No. 2, Connaught Road, 3rd Floor.

A HOUSE in Wong Nei Chong Road. OFFICES in York Building.

No. 10, DES VUEX ROAD CENTRAL, 1st floor.

SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.

Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st October, 1910. [87]

TO LET.

OFFICES, Hotel Mansions.

Apply to—HENRY HUMPHREYS, Alexandra Buildings. Hongkong, 2nd February, 1910. [151]

FOR SALE

FOR SALE.

REMAINING Portions of MARINE LOTS 31 and 36, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT No. 285

EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply to—G. FENWICK & Co., LTD., ENGINEERS, &c., PRAYA EAST, HONGKONG. Hongkong, 8th June, 1906. [84-168]

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS. PRICE—DAILY PRESS OFFICE. Hongkong, 21st February, 1910. [316]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken. Hongkong, 31st July, 1907. [546]

BANKS

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP... Gold \$3,250,000

RESERVE FUND... Gold \$3,250,000

(about \$1,500,000.)

HEAD OFFICE: 61, Wall Street, New York.

LONDON OFFICE: Threadneedle House, E.C.

LONDON BANKERS: BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LD.

THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

The Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4 1/2 per cent. per annum.

For 6 " 3 1/2 " " "

For 3 " 3 " " "

N. S. MARSHALL, Manager, No. 9, Queen's Road, Central. Hongkong, 17th August, 1910. [854]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION. N. J. STARR, Acting Chief Manager. Hongkong, 16th July, 1910. [19]

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK). ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000)

Subscribed Capital Fl. 12,378,100 (£1,031,500)

Reserve Fund Fl. 2,754,338.09 (£229,528)

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

LONDON BANKERS: THE WILLIAMS & DOUGLASS BANK, SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:

12 months 4 1/2 per annum.

6 do. 3 1/2 do.

3 do. 3 do.

C. WOLDRINGH, Manager, No. 16, Des Vaux Road Central. Hongkong, 4th August, 1909. [23]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital... Yen 10,000,000

Capital Subscribed (paid up)... Yen 6,250,000

Reserve Fund... Yen 2,450,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENTS: Amoy, Anping, Canton, Foochow, Keelung, Swatow, Taipei, Tamsui, Tientsin, Yokohama.

HONGKONG OFFICE: 3, DES VUEX ROAD.

Interest allowed on Current Accounts.

Deposits received on terms which may be had on application.

D. TORROW, Manager. Hongkong, 12th September, 191

ENTERTAINMENT

THEATRE ROYAL.

TO-NIGHT! TO-NIGHT!

THE GREAT

NICOLA

AND HIS ORIGINAL AMERICAN COMPANY OF SENSATIONAL MYSTIFIERS.

POSITIVELY THE GREATEST SHOW OF ITS KIND EXTANT.

GUARANTEED TO BE THE BIGGEST AND BEST MAGICAL ENTERTAINMENT HONGKONG HAS EVER SEEN.

A POSITIVE SENSATION.

CROWDED HOUSES EVERYWHERE.

NOTHING LIKE IT EVER SEEN IN THIS AGE.

PRICES \$1. \$2. AND \$3.

Booking at ROBINSON PIANO CO.

NOTE—On account of future engagements, this Company positively must leave Hongkong Tuesday, making their engagement only 5 Nights instead of One Week, as previously advertised.

For your own comfort in Tropical Countries use

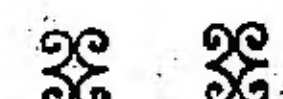
CALVERT'S Carbolic Soaps.

Sold by local Chemists and Stores. Made by F. C. Calvert & Co., Manchester, England.

Guarded against Infection.



Perfect Personal Cleanliness.



Freedom from Skin Irritation.

Calvert's 20% Carbolic Soap.

Among the special purposes for which this powerful antiseptic soap is useful, it has secured a wide popularity as a safeguard against infection, as a protection against mosquitoes and other insects, or for antiseptically cleaning their bites.

Calvert's Carbolic Toilet Soap.

You will appreciate the feeling of thorough purification ensured by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.

Calvert's Carbolic Prickly-heat Soap.

is most serviceable in warm climates as a preventive of prickly-heat or other skin irritation. Well adapted for regular bath and toilet use by its purity, antiseptic properties and pleasant perfume.

Which meets your special need? Each suits the climate.

SPORTS! SPORTS!!

CRICKET

TENNIS

HOCKEY

FOOTBALL

GOLF

CROQUET, ETC., ETC.

SEE OUR GOODS

BEFORE

PURCHASING

ELSEWHERE.

PRICES MODERATE.

WRITE FOR CATALOGUE.

JOHN ROBERTS & CO., LD.,

SPORTS GOODS MANUFACTURERS, BOMBAY.

TELEGRAMS: "BILLIARDS," BOMBAY.

"SHACKELL"

"SEAL" RED PRINTING INK IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

SAMPLE GRATIS

SHACKELL EDWARDS & CO., LTD.

PRINTING INK MAKERS. ESTABLISHED 1786.

HEAD OFFICE—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C. Hongkong, 16th October, 1907.

THE COURT-MARTIAL OF LIEUT. SUTOR.

SECOND DAY'S PROCEEDINGS.

When the Court resumed, Lieut. Sutor expressed himself ready to give evidence on his own behalf. The President—Are the persons you wish to call witnesses as to character only? Lieut. Sutor—No, they are witnesses as to the truth of the statements in my pamphlet. I think the truth of these touches the assembly of legal experts, and I think it is desirable to get at the truth of the statements contained in it. The truth is a most valuable thing to have, especially in the Army.

The President—I don't think you quite understood the question. It is whether the evidence of the witnesses you propose to call refers to the statements in the pamphlet, not with reference to the truth of the statements contained in it. Lieut. Sutor—They are with regard to the truth of the statements, but there is also a question as to my honour involved. I wish to put it beyond doubt that there was no foundation for the inquiry that took place at Aldershot as to whether I attempted bribery, and also as to the fact that no effort was made, and that no commanding officers, and the prosecution had endeavoured to limit the trial to that point alone. In his opinion a breach of the King's Regulations varied according to the nature of the regulations. These were of varying degrees of importance, and the one he was accused of breaking was very recent. The Army had been able to get on without it for many hundreds of years, and people in the Army were always able to speak the truth until this particular regulation was made. In fact, in the old days people who tried to improve things by publications of this kind usually got a K.C.B. for it.

Lieut. Sutor—I admit I broke the King's Regulations, and I am not going to contest the publication of the book at all. Continuing, the accused said he was charged with breaking the King's Regulations, and the prosecution had endeavoured to limit the trial to that point alone. In his opinion a breach of the King's Regulations varied according to the nature of the regulations. These were of varying degrees of importance, and the one he was accused of breaking was very recent. The Army had been able to get on without it for many hundreds of years, and people in the Army were always able to speak the truth until this particular regulation was made. In fact, in the old days people who tried to improve things by publications of this kind usually got a K.C.B. for it.

What's the "who" and "what's what?"

"Surgeon-Major de Bunsie, for instance," continued Lieut. Sutor, "wrote a pamphlet, the Army Medical Service, and was consequently presented with a Commission of the Bath, and appears in 'Who's Who,' while I shall probably get 'Who's Who.' Again, take the regulations of the Bengal Army. It is notorious that these regulations constitute a very serious breach of the King's Regulations every hour of the day. The regulation I am charged with breaking is an extraordinary one when it is remembered that in these days people like to put all their best goods in the shop windows."

He (the accused) did not think Mr. McKenna had any dreadnoughts up his sleeve that he had not put forward, and he did not think that a regulation of the sort he was charged with breaking was really concerned in anything good to know about the Army or the Navy, or that it was conceivable that precautions would be taken to prevent it becoming known to the public? But, apart from this aspect of it, he would like to say a word about his idea of military discipline. It was sometimes the duty of an officer to disregard a regulation as it might be his duty upon occasion to disobey an order. When a man disobeyed an order in the existence of an order, and there was no prima facie evidence that it was done in his own private interest, or for any selfish end, then his experience of military life was that persons in authority did what they could to find out the facts of the case and do the man justice. An officer who refused to sign his accounts because they were inaccurate was disobeying an order in so doing, but there was always an inquiry to ascertain whether he was justified in doing so. If that man was wrong, then he might be shot for all the (Lieutenant Sutor) would say to the contrary, but if he was right the custom of the Service was to get at the fellow who was responsible for the inaccuracy.

In the same way, if an officer believed things were wrong in the Army and tried to have them put right, he should get justice for doing it. This was rather difficult for officers to grasp, because when one touched a commissioned rank discipline seemed to go in a different way from what it did when one touched a non-commissioned rank. When an officer refused to obey an order he could not demand a court-martial as men of the rank and file could so as to find out who was in the wrong. That point, however, did not apply in his case, because he had got a court-martial, but the result appeared somewhat futile because the Court was not going into the facts of the case.

MILITARY DISCIPLINE. Even in the commissioned ranks men had to think of their wives and families. Since he had been under arrest a brother officer had come to his quarters and said, "It is all very well, Sutor, to take your views of things, but I would not do it. I have got a very nice mamma and I have got to think of her." He himself had got a wife and family, but that had nothing to do with military discipline. There was still a good deal of feudalism in the Army, and the idea prevailed that when a man got an order it did not matter twopenny whether it was right or wrong, it was his duty to carry it out. That was not true discipline. It was quite as important in the interest of discipline that an order should be a good and correct order as that it should be carried out without question or demur.

Take the charge of the Light Brigade, the Lieutenant went on; there an order was carried out that was absolutely wrong. It was a very fine thing and all the world wondered, but the time limit came in, and if the fellow who was ordered to charge had had time it would have been his duty to point out to the man who gave the order that he was an ass. Therefore there was always a question as to whether an order was justified or not, and whether an order was justified or not was not a question of technicalities, but a question of the whole thing. That Court was not pressed for time, like the officer in command of the Light Brigade, and he was entitled to have the benefit of the time at the disposal of the Court to go into the question of whether his statements in this pamphlet were right or wrong. It might be said that a commissioned officer in the Army was to start this sort of thing, but in his case he thought it would have been better, if, instead of trying him by a court-martial, a court of inquiry had been appointed to ascertain whether there was any ground for the statements he had made in his pamphlet. If one went down to bed-rock it

would be found that military discipline really meant subordinating self to principle, and inally ordination was the subordination of principle to self. The highest discipline was when a man subordinated everything he had in this world and stood for principle.

AFFECTION FOR THE ARMY.

He had a great affection for the Army and for the men in it, and would like to see the commissioned ranks put on the same ground regarding discipline. He saw many things happening in the service, where people set their own interests above their duty, a thing which he would not do. There was not a single man among the rank and file who would do what he had known generals to do. General officers had not much chance. They had usually got wives and families for whom they must provide, and it was a hard thing to fight for a wife and family. The object of the court-martial, he understood, was to punish him and to hold him up as an example to all military officers, that they should on no occasion subordinate themselves to their duty.

That was an extraordinary thing to go forth to the British public. If that was what the Court was going to do, then let it do it, but he was sorry for it. In his pamphlet, which was written very hurriedly, he was told he had made a scathing indictment of our Army system, but this was not the duty of a court-martial, whether there was anything in the indictment. All it had to do was to find out whether there was anything wrong with the Army system.

The President—You are putting words and intentions into the mouth of this Court which I think, on reflection, you will see that you have no right to do. Lieut. Sutor—I have made certain reflections in this pamphlet. I refer particularly to the condition of this fort in which we are, and which no one seems to think of any importance at all. I say what is possible with regard to this fort in the United Kingdom, and it is time that somebody said so. If you say that is not a matter of importance, all right; but I think it is important. The object of this court-martial is to punish me for saying so, for committing a breach of military discipline. I do not care what punishment you inflict upon me. I am determined, so far as I can, to see that the full thing comes out, and that I shall have a full opportunity of going into the truth of the statements in this pamphlet. I have been looking at our Army system for ten years, and I make those statements deliberately. You may take the view that I am insane. Well, if I am insane, put me in a lunatic asylum. If I am not insane, then give me an opportunity of clearing myself of the accusations against me. This pamphlet goes to Germany, to India, to Egypt, all over the world; yet you tell me that what is contained in it does not matter, that its publication is the only factor of importance. Very well, that is all I have to say.

ALLEGED IRREGULARITIES.

The accused then sat down, and Colonel Little asked what witnesses he proposed to call.

Lieutenant Sutor said he would rather sink the personal aspect of the matter if the Court would consent to inquire into the truth of the statements he had made in the pamphlet. He could prove that at the School of Signalling certain scenes took place before the authorities. He had been up against the authorities, and he thought things were disgraceful. As regards officers in the school, he had found officers anxious to learn who had no opportunity given them to learn. There had been considerable feeling against him before the affair of the pamphlet came up at the School of Signalling. When he was brought before the commandant, the chief instructor tried to treat him with contempt, and he had to tell that officer to behave himself and to shake his fist in his face.

The President pointed out that the accused was making statements about persons who were not present.

Lieutenant Sutor said he hoped the statements would render it necessary for those persons to be brought to the Court.

The President—If you wish to prove the existence of irregularities, do not do it by making statements against people who are not here. Lieut. Sutor—If they are not here, it is no fault of mine. Continuing, he went on to describe the incidents at the School of Signalling which led to his being sent down from the institution without a certificate, and complained that he had been so sent down on the uncorroborated statement of a non-commissioned officer. He knew enough about military discipline to be aware that the commandant of the school was not entitled to take that attitude, especially as the non-commissioned officer had promised him (Lieutenant Sutor) not to mention the conversation that had taken place between them. He did not wish to get anyone at the school into trouble, and was prepared to resign his commission rather than give the names of the officers whom he thought were concerned in irregularities.

He was sent down because he refused to give those names, and the statement of the sergeant-major of the school was drawn up in such a way that he did not say it was so drawn up intentionally—as to convey the suggestion that he had been trying to bribe the sergeant-major. It should have been made clear to his colonel that there was no foundation for that suggestion. He was sent down from the school; his appointment to an adjutantcy of Territorial artillery was taken from him. The Army Council had a perfect right to take that appointment away, and his commission also if they thought fit.

He did not intend to go about the country complaining over it. One man gets kicked out of the Army, and goes to Woodbridge and gets elected to Parliament, and poses as a martyr. He himself had got things to do. He wanted an opportunity of showing that he was not deprived of his adjutantcy because he had no signalling certificate. To do that he wanted to call as a witness the member of the Army Council who was responsible for his loss of the adjutantcy. He wanted to call the commandant of the School of Signalling who had sent him away from the school on the unsupported statement of a sergeant-major.

WANTED TO CALL MR. HALDANE. He also wanted to call Mr. Haldane, the Secretary for War. It was not a great deal to ask this, in order that, after ten years' service in the British Army, he might get some little justice. That court-martial was not composed of great legal lights. They were not German philosophers, thank God! but they were men, and he talked to them as men. He wanted justice, and that was why he desired to have these witnesses called.

The President—What do you want these witnesses to prove? Lieut. Sutor said he wished to examine Mr. Haldane with regard to a letter he had sent him which contained many statements that were untrue, and he would like to find out if Mr. Haldane was in the habit of treating other officers as he had treated him. He wanted to examine the commandant of the school of signalling about the statement he had forwarded to the War Office, on which the interpretation was put that he (Lieutenant Sutor) was attempting bribery. He wanted a member of the Army Council with reference to the loss of the

Territorial adjutantcy, and he also wanted the president of the court of inquiry which sat at Aldershot in April last. Other witnesses he wished to call were Colonel Keat, R.A., commanding Tynes defence, and his staff officer, Major Gordon.

Colonel Little said that while prosecutor did not wish to hamper the accused in his defence in any way, he would submit that the evidence which Lieutenant Sutor desired to call was wholly irrelevant to the charge before the Court, and could not tend to disprove directly or indirectly the simple question of fact which the Court had got to try, namely, whether the accused was responsible for the publication of a pamphlet in which he had expressed his views and opinions on military subjects. That was the only issue before the Court. The truth or otherwise of the statements in the pamphlet, did not in any way bear upon that charge. It would not be in the interests of the public service that a Secretary of State should be summoned to give evidence before a Court assembled to try an issue in which his own department was concerned unless his testimony was essential to the proof or disproof of the issue before the Court. He thought the rule laid down in the rules of procedure applied to the Secretary for War in the same way as they applied to the Governor of a Colony, and he would be called as a witness. It was evident that Mr. Haldane could give no personal evidence bearing upon the case, and his attendance for the purpose of being cross-examined upon side issues would be undesirable and even an annoyance. With regard to the other witnesses the matter would not be within their official cognisance, and the attendance of some of them would be attended by great public inconvenience.

REQUEST REFUSED.

The court was cleared while the members considered whether the witnesses should be called. When the public were re-admitted, the Judge-Advocate read a statement, which said that the Court had decided that the attendance of the witnesses desired by accused was unnecessary for the defence.

The accused was then asked to give evidence in his own behalf. Going to the witness-stand he was sworn by Major Buskley, and practically repeated the statements he had made in his pamphlet. He went to Aldershot if he got a signalling certificate, but was dismissed from the School of Signalling. Afterwards a Court of Inquiry was ordered to investigate certain incidents which occurred at the school. One of the terms of reference to this Court was whether he had asked the sergeant-major of the school if it was possible to obtain copies of test messages by bribery; if he wished to obtain the messages by this means, he merely asked the question for his own information.

The Court held that there was nothing which happened at the school that reflected upon his personal honour, but his colonel was not informed that there was no foundation for the suggestion in the terms of reference.

He was in the unfortunate position of having to talk about an army system with which so many men for whom he had the greatest respect, were connected. Some people said he was playing up to the British public. He was rather playing down to them. The fact that his own colonel and other people who knew him personally, and knew what he had said against the Army, were still friendly with him showed that he had no personal feeling in what he had written about the Army system. He had not written about anyone personally, but only professionally, and anything he had said was quite apart from personal feeling. After he had been sent down from the School of Signalling his colonel had again recommended him for the Territorial adjutantcy. The fact that the name of a Regular officer who was at applicant for an adjutantcy in the Territorial Force had to be submitted to a Territorial colonel might be the village banker was humiliating. He did not think such a man was qualified in any way to decide whether a Regular officer was qualified or entitled to hold the position of adjutant, and he himself felt humiliated.

ACCUSED'S COMPLAINT.

What he really complained of in the matter was that the general commanding at York did not make himself personally acquainted with the facts in relation to the adjutantcy, and settle it there and then—said in effect that he was simply a telegraph post to transmit the decisions of the Army Council.

The accused then handed in certain documents connected with the court of inquiry as evidence on his behalf. One of these was an extract from the evidence of Sergeant-Major Simpson, of the School of Signalling. Another was a portion of the evidence of Major Ellershaw, of the same school, in the following terms: "What were the chances of Lieutenant Sutor obtaining a certificate?—He had a 'special' on all reading tests, and, therefore, could have no object in resorting to bribery in order to obtain a certificate."

"This is the document," said the accused, "regarding which General Alham said there was good ground for an inquiry as to whether I had attempted to bribe the Sergeant-Major in order to obtain copies of the test messages in advance." Copies of telegrams and letters which passed in relation to the incidents at the School of Signalling were also put in, as well as the finding of the Court of Inquiry. This latter was to the effect that Lieutenant Sutor had questioned the Sergeant-Major as to the possibility of obtaining the test messages in advance by bribery, merely for information, and not with a view to obtaining them for his own use. The Court came to the conclusion that Lieutenant Sutor, believing some irregularities were taking place, and had merely desired to clear the matter up, although it was unfortunate that he did not report the matter to the commandant at once.

Colonel MacMahon was then recalled to clear up a point with reference to the cancellation of Lieutenant Sutor's appointment as adjutant. The appointment, he said, was conditional on Lieutenant Sutor obtaining a certificate, and qualifying for the rank of captain at the earliest opportunity. The appointment was not finally taken away, because Lieutenant Sutor had not got a certificate.

ACCUSED'S DEMEANOUR.

The accused then asked Colonel MacMahon whether he, however, had any doubt as to his sanity. "Yes," was the reply. "On one occasion, I think it was Aug. 6 last, your general demeanour and conduct led me to have a doubt."

The Accused—General demeanour and conduct might mean anything, or it might mean I was fit to be in a lunatic asylum or to be Archbishop of Canterbury. "What definite acts was I doing?"—You who'd demeanour was such that I thought it advisable, as responsible for your war fare, after consultation with Colonel Keat, to have you medically examined.

Can you give any definite idea as to my conduct on that afternoon? Well, for example, you promised not to communicate with the Press, and that evening we found an interview had been given to the Evening Chronicle. That in itself was sufficient to make me think you were insane.

The fact that I had talked to a reporter after I had promised not to—Yes.

Have you since been satisfied with my explanation about that?—Yes. Since then you explained the interview to my satisfaction, and the matter was cleared up.

Do you regret having in any way suspected my sanity?—No. I thought it my duty to have you medically examined. I am not a judge of insanity, so I had you examined by the doctor.

Lieutenant Sutor—I think what the colonel wishes to convey is that I would not have broken my word not to give an interview unless I was insane?

Colonel MacMahon—That is so. I thought he had deliberately broken his word to me, but that was subsequently cleared up.

MENTALLY FIT.

Colonel Little—The fact that Lieutenant Sutor is before the Court shows that he is sane. The Accused—Does it?

The President—The Court has got two certificates that you are perfectly fit, mentally, and we are satisfied of your sanity. You were examined yesterday and to-day, and that quite satisfies the Court.

The Accused—I have been examined every day for a fortnight. Colonel Little then addressed the Court for the prosecution. If the accused, he said, considered he was suffering any wrong, the proper course was not to publish a pamphlet, but to appeal to the Army Council, who were bound in law to examine into the facts, and report to the Secretary of State, who would lay the matter before the King in order to receive his Majesty's directions with regard to it.

The Accused—What redress is there against the Army Council?

Colonel Little said this was the only method open to officers to obtain redress of any grievance, real or supposed, and they were expressly forbidden to adopt any other. The accused in publishing the pamphlet had been guilty of a grave breach of the King's Regulations, issued by authority for the guidance of the Army, and such an act was seriously prejudicial to discipline.

On the application of the accused, the Court adjourned until to-morrow morning to enable him to prepare an address for his defence.

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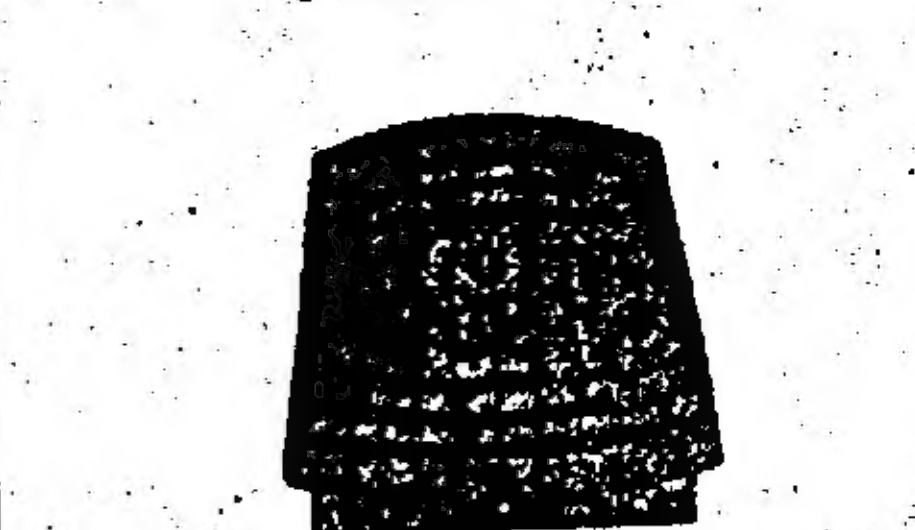
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COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
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having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.
Cargo impeding the discharge or remaining
on board after 4 P.M. on the 4th inst. will be
landed at Consignees' risk and expense.
No Fire Insurance will be effected.
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JARDINE, MATHESON & Co., Ltd.
General Managers.
Hongkong, 3rd October, 1910. [14]NOTICE TO CONSIGNEES.
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamship

"PESHAWUR"
Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
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Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark
and delivery can be obtained as soon as the
Goods are landed.
Optional Goods will be landed here unless
instructions are given to the contrary within
6 hours.
Goods not cleared by the 10th inst., at 4 P.M.,
will be subject to rent.
No Fire Insurance will be effected by me
in any case whatever.
Damaged packages must be left in the God-
downs for examination by the Consignee's and
the Company's representative at an appointed
hour. All claims must be presented within ten
days of the steamer's arrival here, after which
date they cannot be recognised. No claims will
be admitted after the Goods have left the
Godowns.E. A. HEVETT,
Superintendent.

Hongkong, 3rd October, 1910. [1]

A BROKEN-DOWN SYSTEM.
This is a condition (or disease) to which doctors
give many names, but which few of them really
understand. It is simply weakness or lack of energy,
as it were, of the vital force that sustains the sys-
tem. No matter what may be its cause (for they
are almost numberless) its symptoms are much the
same. The more prominent being sleeplessness,
sense of prostration or weakness, depression of
spirits and want of energy for all the ordinary
affairs of life. Now, what alone is absolutely essen-
tial to a broken-down system is increased vitality—ignit-
tion of the system.

VITAL STRENGTH & ENERGY

to those of this condition, and experience
proves that at night, when the day may be
more certainly secured by the use of this
remedy.

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the expiring lamp of lifeLIGHTED UP AFRESH,
and a new existence imparted in place of what had
so lately seemed worn-out, used up, and useless.This wonderful medicine is suitable for all ages,
constitution and conditions, in either sex; and is
especially recommended for those of debility, that will
not be cured by any other means. It is a powerful
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"Telegrams": "Labor Labuan."
BRADLEY & Co., Agents.
Hongkong, 12th August, 1909. [33]

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No. 2, Pedder Street, Hongkong.
Hongkong, 9th January, 1909. [574]

STEAMERS PASSED THE CANAL.

September 2nd—China, Moyns, Peshawur,
Tango Maru, Pacificus. 5th—Kamomushiki.
Armenia. 9th—Lorne, Polynesia, Perims.
13th—Argonia, Asdynas, Ghaize, Silvia,
Yorke. 16th—Cardigan, Dunbar, Tapan,
Kamo Maru, Laertes, Persens, Scandia, 8th.
Fragrant, 20th—Peking, Poonia,
Senegambia. 23rd—Benarick, Glaxus, Ka-
sachi Maru, Namur, Patroclus. 27th—Bena-
von, Konang St. Suevia, Sunda. 30th—Car-
marthenshire, Goeben, Hilschi Maru, Indien,
Onya Orestes, Princess Alice, Seneca, Tonkin.

ARRIVALS AT HOME.

Sept. 30th—Australien, Poiti.

ON THE IDEAL HUSBAND.

If we were to credit all the statements made
in the popular silly season discussion, "Why
Men Don't Marry," we should be forced to the
belief that earth had become negatively heav-
enly through the circumstance that on it there
was neither marrying nor giving in marriage;
but marriages are still taking place daily, on
the unimpeachable authority of the Times and
the Morning Post. Speaking as men ourselves,
we should like to give lady readers one solid
word of warning, and that is, never to marry a
man who has got a really ideal mother, because
he will make an absolutely impossible husband.
Of such an one it may be said that he is pre-
sented, his all-potent mother, and his room
is perpetually aired, that he is as so
crumpled rose leaves in the bed. The influence
of the ideal mother is highly prejudicial to the
interests of her bachelor son's future wife—
"poor wretch!" as Mr. Pops would call her.
With regard to all ideal mothers, the More-
dithian paraphrase holds: "Dear to their hearts
as old silver is the good man they are spoiling."
The bachelor who has distinct possibilities
of matrimonial excellence is the man who
has spent his life in rooms. It is like en-
listing in the Foreign Legion. The quarters
are bad, but there is little risk of monogamy
and self-satisfaction. After two years' re-
sidence in a Bloomsbury boarding-house, In-
ferno itself will have few terrors for a man:
how much less the holy estate of matrimony!
The bachelor with an ideal mother will
never make an ideal husband. He has
been over-pampered for that. The nomadic
bachelor, on the other hand, is content with the
smallest of small mercies. Where a woman,
therefore, is enabled to exercise a choice between
a well-mothered bachelor and a neglected one,
there is but one promising course open to her,
that she make a neglected man happy rather
than a happy man discontented.—The Com-
mentator.

FLOWERS AND THE VASE.

A JAPANESE LESSON FOR ENGLISH GIRLS.
The art of arranging flowers in vases is not
so simple as it may seem. We say "arranging,"
for though anybody can fill a vase with flowers,
not many can make the result a work of art.
Not many try, perhaps. Matters are far different
in Japan, however. Artists in everything, the
Japanese have brought the art of flower arrange-
ment in vases to the utmost refinement.
There is, in fact, a school of flower ar-
rangement in Japan which has flourished for
400 years, and is flourishing still.
This school was founded by a Japanese
gardener named Soami, after whom it
is called the Soami School. Soami's eighteenth
descendant, Mr. Soami Soami, is now to be seen
in "Fuku Japan," the White City, and he is
now expounding his ancestor's flower art for
the first time outside the land of the cherry
blossom.
The aim of the school is to arrange branches
and blooms in vases so that they appear
"natural, grateful to the night, and pleasing to
the artistic temperament." Mr. Soami
arranged flowers before Prince Arthur of Con-
naught during his recent visit to Japan, and
was invited to come to the White City to show
young people over here what delightful
of foliage and flowers in accordance with the
teaching of his school.—Daily Graphic.NOTICE TO THOSE INTERESTED IN
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Shafting.
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Shafting.
Centrifugal Pump with Pulleys.Enquiries and offers should be addressed to the undersigned, who will be pleased to supply
further particulars if necessary.

Hongkong, 3rd October, 1910.

BUTTERFIELD & SWIRE,
HONGKONG, CHINA AND JAPAN.

[1137]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG	BIRTH	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	SYRIA	Brit. str.	—	D. C. Gregor, M.N.R.	P. & O. S. N. Co.	Today, at 5 P.M.
LONDON, DUNKIRK & ANTWERP	GLANOGANSHIRE	Brit. str.	—	H. C. Norris	JARDINE, MATHESON & Co., Ltd.	About 12th inst.
LONDON, &c. VIA USUAL PORTS OF CALL	ASSAYE	Brit. str.	—	Owen Jones, R.N.	P. & O. S. N. Co.	On 15th inst., at Noon
COPENHAGEN	TRANQUER	Dan. str.	—	Hildebrandt	MELCHERS & Co.	On 23rd inst.
HAMBURG & ANTWERP, &c.	BELOVA	Ger. str.	k. w.	Wagner	HAMBURG-AMERICA LINE	To-morrow
HAMBURG & ANTWERP, &c.	BADEIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERICA LINE	On 13th inst.
HAMBURG & ANTWERP, &c.	ALBIA	Ger. str.	k. w.	Robb	HAMBURG-AMERICA LINE	On 9th Nov.
MARSEILLES & VRE & HAMBURG &c.	ARMENIA	Ger. str.	k. w.	Gregory	JARDINE, MATHESON & Co., Ltd.	About 17th inst.
MARSEILLES, LONDON & ANTWERP	CARNARVONSHIRE	Brit. str.	—	Distorrelli	MESSAGERIES MARITIMES	About 21st inst.
MARSEILLES, LONDON & ANTWERP	YARMA	Brit. str.	—	Deinat	HAMBURG-AMERICA LINE	To-morrow
HAMBURG & ANTWERP VIA SINGAPORE, &c.	AMERICA	Ger. str.	k. w.	E. Takeda	NIPPON YUSEN KAISHA	On 11th inst., at D'light
HAMBURG & ANTWERP VIA SINGAPORE, &c.	C. FRED. LARSEN	Ger. str.	k. w.	Knaul	HAMBURG-AMERICA LINE	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HIBANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 25th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAKAO MARU	Jap. str.	—	A. Christensen	NIPPON YUSEN KAISHA	On 9th Nov., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AUSTRIA	Ger. str.	—	Raich	SANDER, WIEGEL & Co.	On 25th inst., P.M.
NEW YORK VIA PORTS & SUEZ CANAL	DERFLINGER	Ger. str.	—	G. Meiners	MELCHERS & Co.	To-day, at Noon
BOSTON & NEW YORK	INDRAVALLI	Am. str.	—	—	SHEWAN, TOMES & Co.	About 21st inst.
BOSTON & NEW YORK	MUNCASTER CASTLE	Brit. str.	—	W. Gray, Williams	JARDINE, MATHESON & Co., Ltd.	About 13th inst.
VICTORIA, B.C., VANCOUVER, & SEATTLE, &c.	INDRAVALLI	Brit. str.	—	G. B. McGill	DOUGLAS, LARPAK & Co.	On 20th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	KUMERIC	Brit. str.	1 m.	—	CANADIAN PACIFIC I.L. Co.	On 8th inst., at 5 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	CANADIAN PACIFIC I.L. Co.	On 8th Nov., at Noon
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	—	T. Saito	OSAKA SHOSHEN KAISHA	To-day, at Noon
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	INABA MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 14th inst., at Noon
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	TAMBA MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 8th Nov., at Noon
CALLAO, IQUIQUE, &c. VIA JAPAN PORTS, &c.	BUTO MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 22nd inst., at Noon
AUSRAIAN PORTS VIA MANILA	COLENS	Ger. str.	—	H. Raegener	MELCHERS & Co.	On 8th inst., at D'light
AUSRAIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 25th inst., at Noon
AUSRAIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 25th Nov., at Noon
AUSRAIAN PORTS VIA MANILA	PRINZ WALDENBURG	Ger. str.	—	F. L. Sommer	MELCHERS & Co.	About 18th inst.
YOKOHAMA AND KOBE	KAMO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 13th inst., at 5 P.M.
KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	Booman	NIPPON YUSEN KAISHA	On 25th inst., at Noon
NAGASAKI, KOBE & YOKOHAMA	TOHMAI	Jap. str.	—	E. Forsyth	JAVA-CHINA-JAPAN LINE	Quick despatch
JAPAN	YAMAGUCHI	Jap. str.	—	Kenzie	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
CHEFOO & TIENHSIN	KANCHANG	Brit. str.	1 m.	V. McClymont-Liddell	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at Noon
TSINGTAU & CHEFOO	CHONGHONG	Brit. str.	—	J. Randermann	MELCHERS & Co.	About 9th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BOENGO	Brit. str.	—	W. H. Hall, R.N.R.	P. & O. S. N. Co.	About 9th inst.
SHANGHAI, MOI, KOBE & YOKOHAMA	DUMBEA	Front. str.	—	Rehufat	JARDINE, MATHESON & Co., Ltd.	On 10th inst., P.M.
SHANGHAI, KOBE & YOKOHAMA	KUNSHANG	Brit. str.	—	Bradley	OSAKA SHOSHEN KAISHA	To-day, at 5 P.M.
SHANGHAI, KOBE & MOI	BUJUN MARU	Jap. str.	—	S. Yamano	OSAKA SHOSHEN KAISHA	On 7th inst., at 10 A.M.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	CHINNUA	Brit. str.	1 m.	A. Harris	BUTTERFIELD & SWIRE	To-morrow, at 3 P.M.
SHANGHAI	ARMENIA	Ger. str.	k. w.	—	HAMBURG-AMERICA LINE	To-morrow
SHANGHAI, KOBE & YOKOHAMA	ANHUI	Ger. str.	—	S. J. G. Parsons	BUTTERFIELD & SWIRE	On 9th inst., at M'night
SHANGHAI	IRIBO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 12th inst.
SHANGHAI	CHENGKANG	Brit. str.	1 m.	—	BUTTERFIELD AND SWIRE	On 13th inst., at 4 P.M.
SHANGHAI	DEVANHA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	About 13th inst.
SHANGHAI	PERKING	Swed. str.	—	—	DOUGLAS, LARPAK & Co., Ltd.	On 15th inst.
SHANGHAI, KOBE, YOKOHAMA & MOI	SENEGAMBIA	Ger. str.	k. w.	Eckhorn	HAMBURG-AMERICA LINE	On 21st inst.
SHANGHAI, KOBE & YOKOHAMA	SIAM	Dan. str.	—	—	MELCHERS & Co.	On 25th inst.
SHANGHAI, KOBE & YOKOHAMA	TIENKI	Dut. str.	—	H. Koops	JAVI, CHINA-JAPAN LINE	On 11th inst., at 4 P.M.
SHANGHAI	PESHAWUR	Brit. str.	—	C. F. Lockstone	E. & O. S. N. Co.	To-morrow, at Daylight
SHANGHAI	DAIJI MARU	Jap. str.	—	H. H. Stewart	OSAKA SHOSHEN KAISHA	On 9th inst., at 10 A.M.
SHANGHAI	HAIRUN	Jap. str.	2 h.	W. C. Passmore	DOUGLAS LARPAK & Co.	To-day, at 11 A.M.
SHANGHAI	HAIRUN	Jap. str.	2 h.	J. W. Evans	DOUGLAS LARPAK & Co.	On 7th inst., at 11 A.M.
SHANGHAI	HAIRUN	Jap. str.	2 h.	A. E. Hodgins	DOUGLAS LARPAK & Co.	On 14th inst., at 11 A.M.
SHANGHAI	HAIRUN	Jap. str.	2 h.	Jameson	BUTTERFIELD & SWIRE	To-morrow, at Noon
SHANGHAI	HAIRUN	Jap. str.	2 h.	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 9th inst., at M'night
SHANGHAI	HAIRUN	Jap. str.	2 h.	R. Rodger	SHEWAN, TOMES & Co.	On 8th inst., at Noon
SHANGHAI	HAIRUN	Jap. str.	2 h.	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 11th inst., at 4 P.M.
SHANGHAI	HAIRUN	Jap. str.	2 h.	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 4 P.M.
SHANGHAI	HAIRUN	Jap. str.	2 h.	A. Fraser	SHEWAN TOMES & Co.	On 15th inst., at Noon
SHANGHAI	HAIRUN	Jap. str.	2 h.	H. A. Hands	BUTTERFIELD & SWIRE	On 8th inst., at 4 P.M.
SHANGHAI	HAIRUN	Jap. str.	2 h.	Mathias	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at 4 P.M.
SHANGHAI	HAIRUN	Jap. str.	2 h.	Wigall	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at Noon
SHANGHAI	HAIRUN	Jap. str.	2 h.	F. Sembl	MELCHERS & Co.	End of Oct.
SHANGHAI	HAIRUN	Jap. str.	2 h.	Belotto	CARLOWITZ & Co.	On 12th inst., at Noon
SHANGHAI	HAIRUN	Jap. str.	2 h.	Fred. Pyne	NIPPON YUSEN KAISHA	On 16th inst.
SHANGHAI	HAIRUN	Jap. str.	2 h.	M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at Noon
SHANGHAI	HAIRUN	Jap. str.	2 h.	A. Pander	JAVA-CHINA-JAPAN LINE	Quick despatch

BARCLAY,
PERKINS'
FAMOUS
LONDON STOUT.The
Leading Brand
in
ENGLAND.The
best that can
be obtained.SOLE AGENTS FOR CHINA:
DADY BURJOR & Co.
Wholesale Wine & Spirit Merchants.新外中港香
CHUNG NGOI MAN PO
(Chinese Daily Press),
PUBLISHED DAILY.
Is the oldest and still immorally the best
Advertising medium among the
Native Community.Established for over FIFTY YEARS
Circulates largely throughout Southern China
Indo-China, etc.Terms for Advertising (Translation free) can
be obtained at the Office, 10A, Des Voeux Road
Central, Hongkong, 131, Fleet Street, London,
or from the different Agents.Documents translated from or into Classical
or Colloquial Chinese.

SHIPPING

ARRIVALS.
 AMERICA, German str., 5,143, Dina, 4th Oct.—
 Foodlow 2nd Oct. General—Hamburg.
 America Line.
 DEWEENHART, German str., 9,060, G. Meiners,
 4th Oct.—Yokohama 24th Sept. Mails and
 General—Molchors & Co.
 HAIMUN, British str., 641, A. H. Stewart, 4th
 Oct.—Swatow 3rd Oct. General—
 Douglas, Napier & Co.
 HAIYARD, Norwegian str., 1,066, Anderson,
 4th Oct.—Swatow 3rd Oct. General—
 Douglas, Napier & Co.
 HANGCHOW, British str., 999, R. Robertson,
 4th Oct.—Swatow 3rd Oct. Ballast—
 Butterfield & Swire.
 HONGKONG, French str., 739, A. Corneliussen,
 3rd Oct.—Hoihow 2nd Oct. General—
 A. R. Marty.
 INDRAJURA, British str., 3,132, Mansfield, 4th
 Oct.—New York 22nd July, General—
 Jardine, Matheson & Co.
 KANAKI, British str., 1,234, J. Tabbitt, 4th
 Oct.—Wuhu 29th Sept. Rice—Butterfield
 & Swire.
 KANSHAN, British str., 1,299, Chas. Wawn, 4th
 Oct.—Saigon 28th Sept. Meal and Rice—
 Bradley & Co.
 NIPPON MARU, Japanese str., 3,452, H. S.
 Smith, 4th Oct.—San Francisco 6th
 September, General—Toyo Kisen Kaisha.
 OMURU MARU, Japanese str., 1,870, Yamashiro, 4th
 Oct.—Yokohama 28th September, Coal—
 Mitsui Bussan Kaisha.
 RUI, British str., 1,618, R. Rodgers, 3rd
 Oct.—Manila 1st October, General—
 Shewan, Tomes & Co.
 RUBONIA, Russian str., 3,643, A. Domb, 4th
 Oct.—Shanghai 30th Sept. Beans and
 Bean oil—Molchors & Co.
 YUENANG, British str., 1,128, P. H. Rolfe,
 3rd Oct.—Manila 30th Sept. Hemp and
 General—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 4th October.
 HONGKONG MARU, Japanese str., for Shanghai.
 DERFFLINGER, German str., for Europe, &c.
 HAYMAN, British str., for Swatow.
 HAKATA MARU, Japanese str., for Singapore.
 KANAKI, British str., for Canton.
 KANAKI, German str., for Bangkok.
 OMURU MARU, Japanese str., for Canton.
 Seattle Maru, Japanese str., for Meiji.

DEPARTURES.

4th October.
 DEUCALION, British str., for Singapore.
 HAIYANG, British str., for Swatow.
 KAGA MARU, Japanese str., for Wakamatsu.
 NANCHANG, British str., for Canton.
 TAMING, British str., for Manila.

SHIPPING REPORTS.

The British str. Kanak reports: Fresh N.E.
 winds and high sea, fine weather.
 The British str. Rui reports: Strong breeze
 high sea, cloudy and pleasant weather.
 The British str. Nanchang reports: From
 Varadero to Panama, fresh gale beginning at
 N.W. and finishing at S.W. with heavy sea;
 parcels to Hongkong, strong N.E. monsoon
 and high sea.

VESSELS IN DOCK.

September 26th.
 TAIKOO DOCK—Union, Singkong.

VESSELS ON THE BERTH.

SOCIETA ANONIMA NAZIONALE DI
 SERVIZI MARITIMI
 SEDE IN ROMA.

STEAM FOR BOMBAY.
 VIA SINGAPORE AND PENANG.
 Having connection with Company's Mail
 Steamers to PORT SAID, MESSINA,
 NAPLES, LONDON and GENOA, also
 VENICE and TRIESTE, all MEDITER-
 RANEAN, ADEIATIC, LEVANTINE and
 SOUTH AMERICAN PORTS up to CALLAO.
 (Taking Cargo at through rates to PERSIAN
 GULF and BAGDAD, also BARCELONA,
 VALENCIA, ALICANTE, ALMERIA and
 MALAGA.)

THE Steamship

"ISCHIA."
 Captain Belletto, will be despatched as above
 on WEDNESDAY, 10th Oct., at NOON.
 For further particulars regarding Freight
 and Passage, apply to
 CARLOWITZ & Co.,
 Agents.
 Hongkong, 30th September, 1910. [4]

"SHIRE" LINE OF STEAMERS, LTD.
 FOR LONDON, DUNKIRK AND
 ANTWERP.

THE Steamship

"GLAMORGANSHIRE."
 Captain H. C. Norris, will be despatched as
 above on or about the 12th inst.
 For Freight or Passage, apply to
 JARDINE, MATHESON & Co., LTD.,
 Agents.
 Hongkong, 4th October, 1910. [149]

"INDRA" LINE, LIMITED.
 FOR BOSTON AND NEW YORK.

THE Steamship

"INDRAWADI."
 Captain W. Gray Williams, will be despatched
 as above on or about the 14th October.
 For Freight or Passage, apply to
 JARDINE, MATHESON & Co., LTD.,
 Agents.
 Hongkong, 20th September, 1910. [161]

HONGKONG—NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.
 FOR NEW YORK VIA PORTS AND SUEZ
 CANAL.
 (With Liberty to call at the Malabar Coast.)

"INDRAVELL" On or about 21st
 October.
 For freight and further information
 apply to—
 SHEWAN, TOMES & Co.,
 General Agents.
 Hongkong, 23rd September, 1910. [1103]

PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS
 FOR
MARSEILLES AND LONDON.
 TAKING PASSENGERS ALSO FOR
 COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
 THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Tons	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (1 day later)
DELHI	8000	February 4	MANTUA	March 4	March 10
ARCADIA	7000	February 13	MALWA	March 18	March 24
ASSAYE	7500	March 4	MACEDONIA 10500	April 1	April 7
MARMORA	10500	March 18	(Through Steamer calling at Bombay)	April 15	April 21
DEVANHA	8000	April 1	MOLDAVIA 10000	April 29	May 5
DELHI	8000	April 15	MONGOLIA 10000	May 13	May 19
ASSAYE	7500	April 29	MOREA 11000	May 27	June 2
BELTA	8000	May 13	MOOLTAN 10000	June 10	June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
 Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of booking.

FARES TO LONDON (including Surplus):
 1st SALOON £71.0 SINGLE £103.14 RETURN.
 2nd 28.8
 IN ADDITION TO THE ABOVE MAIL STEAMERS
 INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
 CARRYING SALOON PASSENGERS AT REDUCED RATES.
 PROPOSED SAILINGS:

Steamers	Tonnage	Leave HONGKONG	Due LONDON
* SUNDIA	4700	January about 25	March about 11
* NUBIA	5900	February 8	March 25
* SYRIA	6650	March 8	April 24
* NORE	6700	March 22	May 6
* PALAWAN	4700	April 5	May 22
* BOERNE	4600	April 19	June 5
* SICILIA	6700	May 3	June 19
* SUMATRA	4600	May 31	July 17
* NILE	6700	June 14	July 31

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES
 FARES TO LONDON (including Surplus):
 1st SALOON £55.0 SINGLE £82.10 RETURN.
 2nd £38.10
 * Carry 1st and 2nd Saloon Passengers.
 For further Particulars, apply to—

E. A. HEWETT,
 SUPERINTENDENT.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overseas Common Points in the
 United States of America and Canada and also for the Principal Ports in Mexico
 and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
**VICTORIA, VANCOUVER, B.C.
 & SEATTLE**
 VIA
 SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	To Sail on or About
* KUMERIC	6,232	G. B. McGill	20th October.
ATYMERIC	4,362	J. Boyd	20th November.

Calling at Amoy and Keelung if sufficient inducement offers.

* These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.

Hongkong, 9th September, 1910. [8]

CANADIAN PACIFIC RAILWAY CO'S
ROYAL MAIL STEAMSHIP LINE.
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at
 Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama,
 Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of
 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER
 SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong	From Quebec
"EMPRESS OF JAPAN" Sat., 8th Oct.	"EMPRESS OF IRELAND" Fri., 4th Nov.
"EMPRESS OF CHINA" Sat., 29th Oct.	"ALLAN LINE" Friday, 25th Nov.
"MONTEAGLE" Tuesday, 8th Nov.	
	From St. John, N.B.
"EMPRESS OF INDIA" Sat., 19th Nov.	"EMPRESS OF BRITAIN" Fri., 16th Dec.
"EMPRESS OF JAPAN" Sat., 17th Dec.	"ALLAN LINE" Friday, 13th Jan.
"EMPRESS OF CHINA" Sat., 14th Jan.	"ALLAN LINE" Friday, 10th Feb.

"Empress" Steamships leave HONGKONG at 6 P.M. at 12 NOON.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at
 SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE,
 YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
 Express, and at ST. JOHN or QUEBEC with the Company's New Pacific
 "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy
 through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped
 with the Marconi Wireless apparatus.
 Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10
 Intermediate on Steamers 243 245.
 1st Class Railway 243 245.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while
 crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," carrier Intermediate Passengers only, at Intermediate rates
 affording superior accommodation for that class.
 Passengers booked through to all points and AROUND THE WORLD.
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members
 of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the
 Service of China and Japan Governments. Full particulars of application from Agents.
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
 D. W. GRADDOCK, General Trading Agent for China,
 Corner Pedder Street and Praya, opposite Blake Pier

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	Tons	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"DERFFLINGER"	17,000	Wedday, 5th Oct., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"YORCK"	17,000	About 5th Oct.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ"	6,750	Saturday, 8th Oct., at Daylight
YOKOHAMA & KOBE	"PRINZ WALDENAR"	6,100	About 18th October
KUDAT and SANDAKAN	"BOERNE"	5,050	End of October.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
 MELOCHERS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 23rd September, 1910.

PASSENGER SEASON 1911.

IN 25 DAYS TO ITALY
BY THE
MAGNIFICENT N.D.L. LINERS:

DISPLACEMENT.		
"PRINCESS ALICE"	20,300	ON MARCH 22ND.
Capt. P. GROSCH.		
"LUETZOW"	17,300	ON APRIL 5TH.
Capt. —		
"KLEIST"	17,000	ON APRIL 19TH.
Capt. O. FAHNE.		

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON
 TO LAND PASSENGERS.

* Fitted with Wireless Telegraphy.

Early booking recommended.

For Particulars, apply to

MELOCHERS & Co.,
 GENERAL AGENTS.

Hongkong, 15th September, 1910. [1062]

SWEDISH EAST ASIATIC
CO., LTD.
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION.	STEAMERS.	DATE OF SAILINGS.
SHANGHAI, KOBE, YOKOHAMA & MOJI	"PEKING"	On 15th October.
SHANGHAI, KOBE & YOKOHAMA	"CANTON"	On 5th November.

For Freight and Further Particulars, apply to

OLEF WIJK & CO., AGENCIES, LTD.

Hongkong, 30th September, 1910. [1085]

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA

SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"DUMBEA"	Capt. Rebuffat { On 10th Oct., P.M.
MARSEILLES VIA PORTS	"YABRA"	Capt. Ristorcelli { On 11th Oct., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"TONKIN"	Capt. Charbonel { On 24th Oct., P.M.
MARSEILLES VIA PORTS	"OCEANIE"	Capt. Sollier { On 25th Oct., 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta,
 Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
 Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway
 from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. THOMAS, AGENT,
 Queen's Building.

Hongkong, 29th September, 1910. [2]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS,
 BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND
 MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines,
 Boilers, Locomotives, Railway Rolling Stock, Bridges, and
 all Classes of Engineering, Iron and Wood Work
 Electrical Drives, Hydraulic and Pneumatic
 Tools, installed throughout the Works

TAIKOO DOCKYARD & ENGINEERING CO.
 OF HONGKONG, LIMITED.
 HONGKONG.

GRAVING DOCK
 78' x 88' x 34' 6"
 Pumps empty Dock in 24 hours.

THREE PATENT SLIPWAYS taking vessels
 up to 3,000 tons displacement, providing conditions
 for painting ships with most efficient resins.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD
 CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

ENQUIRIES INVITED BY THE MANAGERS AND AGENTS.

BUTTERFIELD & SWIRE,

HONGKONG, CHINA AND JAPAN.

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. MUNCASTER CASTLE.

On or about 8th Oct.

For Freight and further information, apply to

DODWELL & Co., Ltd.,
 Agents.

Hongkong, 4th October, 1910. [1079]

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,

AUSTRALIA, INDIA, ADEEN, EGYPT,

MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BARATA, PERSIAN GULF, CONTINENTAL,

AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ASSAYE."

Captain Owen Jones, R.N., carrying 1114

Majesty's Mails, will be despatched from this

for Bombay, &c., on SATURDAY, 10th

October, 1910, at NOON, taking passengers

and Cargo for the above ports in connection

with the Company's s.s. "INDIA," 7,912

tons, from Colombo, passengers' accommodation

in which vessel is secured before departure

from Hongkong.

Bills and Vouchers, all cargo for France and

for London (under arrangement) will be

transhipped direct to Marseilles and London,

proceeding direct to Marseilles and London,

other cargo for London, &c., will be conveyed

via Bombay by the R.M.S. "HIMALAYA," due

in London on the 26th November, 1910.

Parcels will be received at this Office until

4 P.M. the day before sailing. The contents

and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
 Superintendent.

Hongkong, 3rd October, 1910. [1]



AUSTRIAN LLOYD'S STEAM NAVI-
 GATION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIREC).

Calling at SINGAPORE, PENANG

CALCUTTA, COLOMBO, ADEEN,

SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRASSILS,

to SOUTH AFRICA, PERSIAN GULF, RED

SEA, BLACK SEA, LEVANT, VENICE,

and Adriatic Ports.)

THE Company's Steamship

"AUSTRIA"

Captain Reich, will be despatched as above on

WEDNESDAY, 26th OCT., P.M.

This Steamer has special accommodation for

passengers, electric light, electric fan in all

cabin, and carries a doctor.

For information as to Passage and Freight

apply to

SANDER, WIELER & Co.,
 Agents,
 Princes' Buildings.

H

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MARSEILLES	SYRIA Capt. D. C. Gregor, R.N.R.	5 P.M., 5th Oct.	Freight and Passage.
TAKAO, SHANGHAI, PUNO, HANKOW, NAGASAKI, MOJI, KOBE and YOKOHAMA	PESHAWUR Capt. C. E. Lockstone, R.N.R.	Daylight, 6th Oct.	Freight only.
SHANGHAI, MOJI, KOBE and YOKOHAMA	BORNEO Capt. W. H. S. Hall	About 9th Oct.	Freight and Passage.
SHANGHAI	DEVANHA Capt. H. Powell	About 13th Oct.	Freight and Passage.
LONDON via USUAL PORTS of CALL	ASSAYE Capt. Owen Jones, R.N.R.	Noon, 15th Oct.	See Special Advertisement.

For Further Particulars, apply to

E. HEWETT,
Superintendent.

Hongkong, 5th October, 1910

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
CHIEFOO & TIENTSIN	"HUICHOW"	On 6th Oct. Daylight.
HAIKOW & HAIPHONG	"SINGAN"	On 6th Oct. Noon.
SHANGHAI	"CHINHUA"	On 6th Oct. 3 P.M.
TIENTSIN & NEWCHANG	"NANCHANG"	On 6th Oct. 4 P.M.
IOLO & CEBU	"SUNGKIANG"	On 8th Oct. 4 P.M.
SHANGHAI	"ANHUI"	On 9th Oct. Daylight.
MANILA	"TEAN"	On 11th Oct. 4 P.M.
IOLO & CEBU	"KALFONG"	On 13th Oct. 4 P.M.
SHANGHAI	"CHENAN"	On 13th Oct. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

PAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung. FARE, \$45 SINGLE and \$80 RETURN. For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS. 10

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 7th Oct., at 11 A.M.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 11th Oct., at 11 A.M.
"HAITANG"	Capt. A. E. Hodgins	FRIDAY, 14th Oct., at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

HAIMUN" Capt. A. H. Stewart | WED'DAY, 5th Oct., at 11 A.M. SUNDAY, 9th Oct., at 11 A.M. |

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage apply to—

DOUGLAS, LARSEN & Co.,
GENERAL MANAGERS.

Hongkong, 5th October 1910.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & MOJI	"KUTSANG"	Wed'day, 5th Oct., 4 P.M.
MANILA	"YUENSANG"	Friday, 7th Oct., 4 P.M.
SINGAPORE, PENANG & CALOUTTA	"NAMSANG"	Saturday, 8th Oct., Noon.
TIENTSIN	"CHEONGSHING"	Monday, 10th Oct., Noon.
SANDAKAN	"MAUSANG"	Monday, 10th Oct., Noon.
MANILA	"LOONSANG"	Friday, 14th Oct., 4 P.M.

RETURN TOUS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "YUENSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

A duly qualified surgeon is also carried. Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Choo, Tientsin & Newchwang.

Taking Cargo on Through Bills of Lading to Kuantan, Lahad, Datu, Simporna, Two Usukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4. For Freight or Passage, apply to—

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGER.

Hongkong, 5th October, 1910.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN	"TRANQUEBAR"	On 20th October.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 6th December.

For Further Particulars apply to

MELOHERS & CO.,
AGENTS. 16

Hongkong, 1st October, 1910

NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG and COLOMBO and PORT SAID	IVO MARU Capt. R. Takoda HIRANO MARU Capt. H. Fraser TANGO MARU Capt. A. Christensen	7,000 9,000 8,000	WED'DAY, 12th Oct., at Daylight. WED'DAY, 26th Oct., at Daylight. WED'DAY, 9th Nov., at Daylight.
VICTORIA B.C. & SEATTLE	SADO MARU Capt. S. Horiuchi	7,000	SATURDAY, 5th Nov., from Kobe.
VICTORIA, B.C. and SEATTLE, via SHANG- HAI, MOJI, KOBE YOKKAICHI, and YOKO- HAMA	INABA MARU Capt. K. Kawara TAMBA MARU Capt. K. Sato	7,000 7,000	TUESDAY, 11th Oct., at Noon. TUESDAY, 8th Nov., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi KUMANO MARU Capt. M. Winkler	6,000 6,000	FRIDAY, 28th Oct., at Noon. FRIDAY, 25th Nov., at Noon.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler	6,000	WED'DAY, 26th Oct., at Noon.
SHANGHAI, MOJI and KOBE	BINGO MARU Capt. S. J. G. Parsons	8,000	WED'DAY, 12th Oct., at Noon.
KOBE and YOKOHAMA	KAMO MARU Capt. F. L. Sommer	9,000	THURSDAY, 13th Oct., at 5 P.M.
BOMBAY via SINGAPORE, and COLOMBO	CEYLON MARU Capt. Fred. Pyno	6,000	TUESDAY, 18th October.

Fitted with New System of Wireless Telegraphy. * Cargo only. * Carries Deck Passengers.

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To MARSEILLES AND LONDON VIA SUEZ CANAL.

Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE.
MIYASAKI MARU	9000	15th Feb.	To London, per New Steamer
KITANO	9000	1st Mar.	1st Class S Y. 550.00
YO	9000	15th	2nd Class R 825.00
HIRANO	9000	29th	3rd Class R 360.00
TANGO	8000	12th April	4th Class R 540.00
KAMO	9000	26th	5th Class R 500.00
AKI	7000	10th May	6th Class R 7.00
MISHIMA	9000	24th	7th Class R 330.00
			8th Class R. 495.00

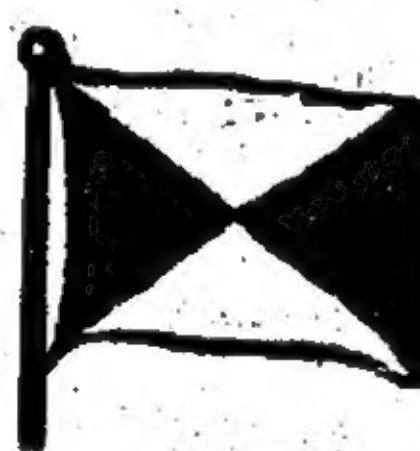
VICTORIA, B.C., & SEATTLE, WASH., U.S.A.

Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE.
AWA MARU	7000	28th Feb.	To Pacific Coast Common Points:
INABA	7000	28th Mar.	1st Class S £30
TAMBA	7000	25th April	2nd Class S £21
AWA	7000	23rd May	To London via New York:
			1st Class S £20
			via St. Lawrence:
			1st Class S £29

For further information as to Freight, Passage, Sailings, &c., apply at

T. KUSUMOTO,
MANAGER. 113-125

Hongkong, 7th September, 1910.



CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. Redger	Manila	On 8th Oct., Noon.
ZAFIRO	2540	A. Fraser	Manila	On 15th Oct., Noon.

For Freight or Passage apply to SHEWAN, TOMES & Co.
General Managers. 112

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE & YOKOHAMA:	FOR HAVRE, BREMEN & HAMBURG:
S.S. ARMENIA	S.S. AMBRIA
S.S. SENEGAMBIA	S.S. BADENIA
S.S. SUEVIA	S.S. HAVRE & HAMBURG:
S.S. WESTPHALIA	S.S. ALESIA
S.S. ARABIA	S.S. C. FRED. LAEISZ
S.S. SCANDIA	S.S. C. FRED. LAEISZ
S.S. BRINGAVIA	S.S. BELGRAVIA
S.S. SLAVONIA	S.S. ARMENIA

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 29th September 1910.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	JAVA	First half of Oct.	JAPAN	First half of Oct.
TJILIWONG	JAPAN	First half of Oct.	JAVA	First half of Oct.
TJIKINI	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJIPANAS	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIBODAS	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.
TJILATJAP	JAVA	First half of Nov.	JAPAN	First half of Nov.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.

Hongkong, 5th October, 1910.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND
RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA B.C. & TACOMA via MOJI, KOBE and YOKOHAMA	"SEATTLE MARU" Capt. T. Sato "CHICAGO MARU" Capt. I. Goto	6,182 6,182	WED'DAY, 5th Oct., at Noon. WED'DAY, 2nd Nov., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silks, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
SHANGHAI via SWATOW, AMOY & FOOCHOW	"BUJUN MARU" Capt. S. YAMANE	FRIDAY, 7th Oct., at 10 A.M.
TAMSUI via SWATOW & AMOY	"DAIGI MARU" Capt. H. MURAYAMA	SUNDAY, 9th Oct., at 10 A.M.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nippon Kisen Kaisha's Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st CLASS. 2nd CLASS. 3rd CLASS.
\$73.00 \$55.00 \$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine. The Newly Built Steamers "CHOSEUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

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S. HIROI,
MANAGER

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS
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TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS for the OBERAMMERGAU PASSION
PLAYS of 1910, and the ANGLO-JAPANESE EXHIBI-
TION of 1910.

Head Office for the Far East:—

15, DES VŒUX ROAD,
HONGKONG.

Japan Office.

32, WATER STREET
YOKOHAMA.

O. B. ICE

Made from distilled water only. Quadruplicate
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